

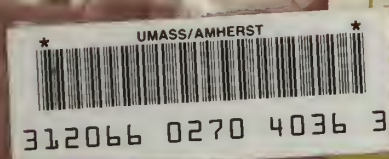
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Supplemental Draft Environmental Impact Statement/Final Environmental Impact Report

EOEA #10458

# Logan Airside Improvements Planning Project

Boston  
Logan  
International  
Airport



Massachusetts Port Authority



Federal Aviation Administration

Responses to Comments  
Volume 10



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# Logan Airside Improvements Planning Project

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Federal Aviation Administration

March 2001



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# Acronyms

Airside Project	Logan Airside Improvements Planning Project
CAA	Clean Air Act
dB	decibel
DEP	Massachusetts Department of Environmental Protection
DOT	Department of Transportation
Draft EIS/EIR	Draft Environmental Impact Statement/Environmental Impact Report
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
ENF	Environmental Notification Form
EOEA	Executive Office of Environmental Affairs
EPA	Environmental Protection Agency
ESPR	Environmental Status and Progress Report
FAA	Federal Aviation Administration
FONSI	Finding of No Significant Impact
GEIR	Generic Environmental Impact Report
ILS	Instrument Landing Systems
INM	Integrated Noise Model
Logan Airport	Boston-Logan International Airport
Massport	Massachusetts Port Authority
MBTA	Massachusetts Bay Transportation Authority
MEPA	Massachusetts Environmental Policy Act
MESA	Massachusetts Endangered Species Act
MassHighway	Massachusetts Highway Department
MOU	Memorandum of Understanding
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NO <sub>x</sub>	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
OPSNET	FAA Air Traffic Operations Network
PM <sub>10</sub>	particulate matter less than 10 microns in size
PPP	Peak Period Pricing
PRAS	Preferential Runway Advisory System
ROD	Record of Decision
SDEIS Panel	Supplemental Draft EIS Panel
Supplemental DEIS/	Supplemental Draft Environmental Impact Statement/Final
FEIR	Environmental Impact Report
VFR	Visual Flight Rules
VOC	volatile organic compounds
29M Low Fleet	29 Million annual air passenger Low Fleet
37.5M High Fleet	37.5 Million annual air passenger High Fleet



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## MASSPORT/FAA PUBLIC HEARING

HELD AT:

TRANSPORTATION BUILDING  
BOSTON, MASSACHUSETTS

WEDNESDAY, APRIL 7, 1999  
6:35 P.M.

Christopher Poreda, Moderator  
John Silva, FAA  
Jay Wickersham, MEPA  
Arthur Pugsley, MEPA  
Deborah Meehan, President, SH&E  
David W. Hollander, Vice President, SH&E  
Betty Desrosiers, Massport  
Flavio Leo, Massport

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PROCEEDINGS

1 THE MODERATOR: I officially  
2 declare this hearing opening. It's now 6:30.  
3 Good evening, ladies and gentlemen. My name  
4 is Chris Poreda. I'm a senior attorney with  
5 the Federal Aviation Administration's office  
6 and the regional counsel of the New England  
7 region. I will act as the hearing officer or  
8 moderator for this evening's meeting.

9 This meeting is jointly sponsored  
10 by FAA and Massport. I'd like to thank the  
11 commonwealth of Massachusetts for allowing us  
12 to use these facilities, and I welcome those  
13 individuals who are here this evening to  
14 listen and make public comment. I also want  
15 to welcome members of the media, though I  
16 would ask that you remain as unobtrusive as  
17 possible while performing your valuable  
18 function to cover this event.

19 This meeting is being transcribed  
20 so each of us who speaks needs to remember to  
21 speak clearly, use the microphones, and  
22 identify yourself, spelling your last name,  
23 if possible.



1                   Before I introduce those  
2                   individuals who will make presentations  
3                   tonight and the rest of the people at the  
4                   front of the room, I must briefly outline the  
5                   purpose of the meeting for the record. After  
6                   those public presentations, then I'll open  
7                   the meeting for public comment.

8                   The purpose of this meeting is to  
9                   receive public comment on proposed airport  
10                  developments at Logan International Airport.  
11                  Those proposed developments are detailed in a  
12                  document jointly with the Federal Aviation  
13                  Administration and Massport entitled Logan  
14                  Air Side Improvements Plan Project dated  
15                  February 1999. This joint document serves as  
16                  both a draft environmental impact statement  
17                  to meet the procedural requirements of the  
18                  National Environmental Policy Act, or NEPA,  
19                  and other federal requirements, and is a  
20                  draft environmental impact report to meet the  
21                  requirements of the Massachusetts  
22                  Environmental Policy Act, or MEPA, and other  
23                  state requirements.

24                  The FAA is the lead agency for



1 purposes of airport layout plan approval and  
2 any funding approval which are federal  
3 actions subject to NEPA. Massport is the  
4 project proponent for the proposed  
5 developments which fall within its purview as  
6 the proprietor of Logan International  
7 Airport.

8 The draft EIS/EIR was sent to  
9 several elected officials, community leaders,  
10 and federal, state, and local government  
11 offices. In addition, copies of the document  
12 were sent to public libraries in Boston,  
13 Brookline, Chelsea, Charlestown, Milton,  
14 Quincy, Revere, Somerville, and Winthrop. A  
15 notice seeking comment from that document was  
16 published in the Federal Register on February  
17 the 26th, 1999, and appears on Page 9508 of  
18 Volume 64 of the Federal Register.

19 Here this evening from the Federal  
20 Aviation Administration to my right and to  
21 the left of me as you look at me is John  
22 Silva, environmental programs manager in the  
23 airport's division of the Federal Aviation  
24 Administration's New England region. On my

1 left, your right, from the Massachusetts  
2 Environmental Policy Act office are Jay  
3 Wickersham and Arthur Pugsley. From Massport  
4 we have Flavio Leo, director of aviation  
5 planning, Betty Desrosiers, director of  
6 planning and development, Deborah Meehan,  
7 project manager from SH&E, a consultant to  
8 Massport on this project, and David  
9 Hollander, a planner from SH&E.

10 At this point, we will have short  
11 statements by John Silva and the  
12 representative from the Massachusetts  
13 Environmental Policy Act office. Following  
14 those statements, Betty Desrosiers from  
15 Massport will make a brief 15-minute  
16 presentation. At that point, we'll take a  
17 short break, and then I will open the floor  
18 to public comment. John.

19 MR. SILVA: Good evening. My name  
20 is John Silva, and I'm manager of  
21 environmental programs with airports  
22 division, New England region, Federal  
23 Aviation Administration. I'm FAA's project  
24 manager for the environmental impact

statement. This hearing is being conducted to be our public input requirements under the Council on Environmental Quality regulations, and the Airport and Airway Improvement Act as amended and recodified. The hearing will be conducted this evening and tomorrow evening at 6:30 p.m. at the Holiday Inn, McLellan Highway, East Boston. That's adjacent to Suffolk Downs.

In addition to the opportunity to provide comments this evening, a written comment period on the draft EIS/EIR will remain open until April the 23rd, 1999.

Comments may be mailed to me, John Silva, S-I-L-V-A. My address is Airports Division, FAA, New England Region, 12 New England Executive Park in Burlington, Massachusetts, and the zip there is 01083.

Alternatively, you may mail comments to the Secretary of Environmental Affairs. The address is Attention: MEPA, that's M-E-P-A, office, Mr. Arthur Pugsley, P-U-G-S-L-E-Y, EOEA Number 10458. The street address is 100 Cambridge Street, 20th Floor,

1 Boston, Massachusetts, and the zip there is  
2 02202.

3 I'd also like to add that if you  
4 have written comments here this evening and  
5 you'd like to deliver them to us, there is a  
6 box for other testimony at the end of the  
7 table there.

8 THE MODERATOR: Thank you, John.  
9 At this point, let me make a verbal footnote.  
10 Although I am also an employee of the Federal  
11 Aviation Administration, I will take,  
12 personally no part in the decision involving  
13 this document or this project or review of  
14 the comments. I am here strictly as a  
15 moderator for this evening's meeting and  
16 tomorrow evening's meeting.

17 Now we'll hear from the  
18 Massachusetts Environmental Policy Act  
19 office.

20 MR. WICKERSHAM: Thank you, Chris.  
21 I am Jay Wickersham from the MEPA office in  
22 the Executive Office of Environmental  
23 Affairs. With me is Arthur Pugsley who is  
24 the MEPA analyst who is assigned to this

1 project.

2 The purpose of review of this  
3 project under the MEPA statute is to insure  
4 that Massport, as a state agency, has taken  
5 all feasible measures to avoid, minimize, or  
6 mitigate the adverse environmental impacts of  
7 its actions. The purpose of the MEPA review  
8 process is to insure an open public review  
9 and comment period on the documents. The  
10 MEPA process is not a permitting or an  
11 approval process.

12 The comments that we are receiving  
13 are as to the adequacy of the draft  
14 environmental impact report which has been  
15 submitted. We encourage comments to be as  
16 specific as possible, and to address both the  
17 general requirements of the MEPA regulations  
18 which are at 301 CMR 11, and also the  
19 specific requirements in the scope that was  
20 issued by Secretary Cox in November of 1995.  
21 You will find the scope that applies to the  
22 draft environmental impact report at the  
23 front of Volume 2 of the document submitted  
24 by Massport.

1                   As John and Chris have stated, in  
2                   addition to the spoken comments today, we are  
3                   receiving comments. We are receiving those  
4                   through Friday, April 23rd. Comments should  
5                   be received at the MEPA office by 5 p.m. on  
6                   that date. Again, I'll quickly give the  
7                   address which is 100 Cambridge Street,  
8                   Boston, 02202, Attention, Arthur Pugsley, and  
9                   be sure to make sure that all correspondence  
10                  has the EOEa file number which is 10458.  
11                  These addresses as well as the fax number of  
12                  the MEPA office are also found outside by the  
13                  locations of the sign-in sheets.

14                THE MODERATOR: Before Massport  
15                gives its presentation, I'll remind people  
16                again that when I open the floor to public  
17                comment, I will be recognizing people to  
18                speak by the sign-up sheets that were outside  
19                the front door, so if you want to speak,  
20                please avail yourselves of those sign-up  
21                sheets. That's what I'll be using to  
22                recognize people in order to make comments.

23                       Now we hear from Betty Desrosiers  
24                       from Massport.

1 MS. DESROSIERS: Thank you and good  
2 evening. Over the last three-and-a-half  
3 months, Peter Blute, Tom Kenton and I have  
4 participated in over 45 public forums and  
5 addressed over 3,500 people about this  
6 project and tried to provide a detailed  
7 overview of the project and listen very  
8 carefully to comments that we have heard in  
9 each of those forums. Before the close of  
10 the comment period on April 23rd, we expect  
11 that number of forums will increase to nearly  
12 50 forums.

13 I know that many of you in this  
14 room have participated in one or more of  
15 those forums, and tonight's presentation is a  
16 shortened version of what you have seen  
17 earlier. And for those of you that have not  
18 yet had the opportunity to hear the overview  
19 of this project, tonight's is a shortened  
20 version but I think it is a comprehensive  
21 one. So with that, let me begin.

22 Logan Airport is a very important  
23 component of the state and regional economy.  
24 It employs 15,000 people, and it contributes



1       5 billion dollars into the economy, nearly  
2       1.4 billion direct, 3.6 billion indirect.  
3       Businesses in the greater Boston area alone,  
4       79 percent of the businesses in the greater  
5       Boston area rely on convenient and safe air  
6       service at Logan Airport to do their  
7       business, and indeed, the high growth  
8       industries of New England and Massachusetts,  
9       manufacturing, communications, business  
10      services, management services expect that  
11      their reliance on air travel and on Logan  
12      Airport is going to grow over time.

13               Logan Airport has a problem today,  
14      and our problem is a delay problem. It is a  
15      delay problem primarily caused by wind and  
16      weather conditions. By any measure of  
17      indices of delay, Logan Airport has, for over  
18      a decade, ranked amongst the worst airports  
19      in the United States for delays. This is  
20      unacceptable for the traveling public. It is  
21      unacceptable to our neighbors because these  
22      delays cause adverse environmental impacts.

23               We have used as part of this  
24      environmental impact study state of the art



1 simulation modeling that was developed by  
2 world-renowned experts at MIT in the flight  
3 transportation lab. Indeed, this modeling  
4 has been used by airports within the United  
5 States and across the globe. It is a very  
6 sophisticated model, and it is exactly the  
7 type of model that is appropriate for the  
8 kind of complexity of operation that we have  
9 at Logan Airport because we are located in  
10 New England with very varied wind conditions.

11 So we sought out and selected a  
12 model appropriate to the kind of operation  
13 that we have at Logan Airport. It is a model  
14 that has been embraced by the FAA. It is a  
15 model that has been embraced by airports  
16 around the globe. That model has shown that  
17 Logan Airport experiences today over 120,000  
18 hours of delay at a cost of over 300 million  
19 dollars to the economy including the  
20 passengers and the airlines.

21 This proposal to improve the  
22 airfield at Logan Airport is part of a multi-  
23 airport, multi-modal air travel  
24 transportation plan that has been developed

1           for over a decade, and for which the FAA and  
2           the New England states have invested over 600  
3           million dollars to realize. This planning  
4           and investment strategy began in 1990 with  
5           the second airport study.

6                     That study, by the way, had a 52-  
7           member blue ribbon panel comprised of  
8           community groups, business groups, and  
9           environmental organizations. The conclusion  
10          of that study was that it is likely  
11          infeasible to build a second airport, in  
12          Massachusetts and instead, a second study was  
13          conducted called the Strategic Assessment  
14          Report which looked and, in fact, developed  
15          the strategy that has since that point  
16          already been implemented.

17                    That strategy looked to improve the  
18          regional airport, looked to high-speed rail,  
19          and looked to Logan. Following on the  
20          Strategic Assessment Report, the New England  
21          state aviation directors and Massport began  
22          meeting on a regular basis to, in fact,  
23          advance and develop the regional airport  
24          strategy, and we did that arm-in-arm with the

1           FAA.

2                   As a result of these studies, what  
3           has occurred is that we have seen significant  
4           investments in New England's regional  
5           airport. We have indeed seen high-speed rail  
6           become a reality. It is being tested today.  
7           High-speed rail will begin between Boston and  
8           New York later this year. High-speed rail  
9           has become a reality. The investment and the  
10          increased activity at the regional airports  
11          has occurred.

12                   What this proposal looks to do is  
13          to complete the last piece of that puzzle  
14          which is also to make appropriate  
15          improvements at Logan Airport to address the  
16          delay conditions that we experience there.  
17          This is the regional airport system. This is  
18          the system, these airports, Logan Airport as  
19          the premier airport for the region of  
20          Manchester to the north, Green to the south,  
21          and Worcester to the west. These are the  
22          airports that collectively will handle the  
23          air travel demand that we in this region,  
24          that we in this commonwealth are indeed

1 generating.

2 And, in fact, what we are seeing as  
3 a result of the growth in the regional  
4 airport is that Logan Airport is carrying a  
5 smaller and smaller share of the total travel  
6 within New England, a smaller and smaller  
7 proportional share. That is precisely what I  
8 think we ought to collectively share as we go  
9 along.

10 What did we find? What did all  
11 these studies find about the extent to which  
12 these other alternatives could help to  
13 address the delay problem at Logan Airport?  
14 What these studies collectively found is that,  
15 these alternatives could reduce demand at  
16 Logan Airport by about 7.3 million  
17 passengers. That's a tremendous help to  
18 Logan Airport, but it does not preclude the  
19 need to improve Logan's airfield.

20 What are we trying to do with this  
21 package of improvements? We are looking to  
22 reduce delays at Logan Airport, enhance the  
23 operational efficiencies of our airport, to  
24 enhance safety, and to do that by minimizing

1 environmental impact, and we believe that our  
2 document demonstrates that indeed we have and  
3 can do that.

4 What we are proposing -- our  
5 package of improvements include the  
6 following. The most well-known is a  
7 unidirectional runway 14/32, a series of  
8 taxiway improvements, the most well-known of  
9 which is the center field taxiway. The FAA  
10 is seeking to reduce the minimums of several  
11 of our runway ends, and we looked at peak  
12 hour pricing.

13 The environmental document itself  
14 has five alternatives structured in it. The  
15 alternatives allow for a comprehensive  
16 assessment of these improvements and an  
17 evaluation of the key concepts compared one  
18 to another. How will conditions be if we do  
19 everything? How will conditions be if we do  
20 everything but peak hour pricing? How will  
21 it be if we do everything but if we only do  
22 the taxiways? And how will it be if we only  
23 do the administrative actions, and what will  
24 conditions be if we do nothing?

As the result of the work that we have done over the last four years, we have selected alternative 1A as our preferred alternative for this project. How does this preferred alternative help us deal with delays at Logan Airport? What we see is that if we do nothing at Logan Airport, if we do not do anything at Logan Airport, delays at Logan Airport are going to increase and they are going to increase expidentially.

If we are able to build runway 14/32, then delays at Logan Airport will indeed go down and dramatically level off in the future. And what is very important to note is that delays, the delay reduction benefits of runway 14/32 increase over time. This is not a mandate. This is not a mandate program. Delay will always be less by building this runway, and delays in the future will clearly stabilize.

What do the environmental results show? What the environmental results show with respect to noise is that by being able to build runway 14/32 and a center field



1 taxiway, that we are able to reduce noise for  
2 those communities that live in the highest  
3 noise-impacted areas. There is nothing else  
4 that can be done to provide relief to those  
5 close-in communities but build this runway.  
6 It is the thing that provides that relief.

7 The second thing that we have found  
8 is that by reducing delays we are able to  
9 reduce late-night operations. The third  
10 thing we are able to find is that by building  
11 runway 14/32, we are able to take better  
12 advantage of our location adjacent to the  
13 harbor. We are able to shift 75,000 flights  
14 out over the water rather than over people's  
15 homes, and that is good for everybody close-  
16 in or out.

17 The last thing it does, it allows  
18 the air traffic control tower to have a more  
19 equitable distribution of noise at Logan  
20 Airport north, south, east, and west, and I'd  
21 like to show you a little bit how important  
22 the goal of equitable distribution is.  
23 Today, 76 percent of our operations are over  
24 communities north and south of the airport.

1           If we are not able to build runway 14/32,  
2           nearly 90 percent of the operations will  
3           occur over communities that lie north and  
4           south of Logan Airport.

5                     If you live in Braintree, Milton,  
6           Dorchester, Quincy, South Boston, East  
7           Boston, Winthrop, Revere, Swampscott, this is  
8           what your future holds if we are not able to  
9           build runway 14/32. By building the runway,  
10          we are indeed able to create a much more  
11          balanced distribution of over-flights at  
12          Logan Airport. This is the goal that I think  
13          from a public policy perspective and indeed  
14          from a community's perspective when we  
15          established the community noise goals, this  
16          is what we were seeking to do, not that.

17                    In terms of mitigation, what we  
18          propose to mitigate with this airport is the  
19          following. We guarantee that this runway  
20          will be a unidirectional runway, and we will  
21          use every independent mechanism available to  
22          insure unidirectionality, and we do that and  
23          we are proposing that in the following way.  
24          We are proposing that by seeking only the

1 permits to build it as a unidirectional  
2 runway.

3 We are seeking that by including it  
4 as part of a mitigation measure in our  
5 environmental document, and we are  
6 guaranteeing that by seeking relief for only  
7 unidirectional operations from the court  
8 injunction. Every independent mechanism  
9 available to us we will employ to insure the  
10 unidirectionality.

11 In addition, we will soundproof an  
12 additional 1200 to 1500 homes in those  
13 communities where the noise contour does go  
14 up as a result of more equitable distribution  
15 of noise. And the final key element of our  
16 mitigation program is to create or replicate  
17 a new habitat for the upland sandpiper which  
18 does come to Logan Airport, if you can  
19 believe that, right between runways. We are  
20 working with the state agencies to develop a  
21 program to establish a replication site for  
22 the upland sandpiper down in Cape Cod.

23 These are the key elements of our  
24 mitigation measures, and I believe that

1           that's the end of the overview. I thank you  
2           very much for your patience in letting me go  
3           through this presentation, and I look forward  
4           to hearing your comments this evening.

5                   THE MODERATOR: Thank you very  
6           much, Betty. Now that I'm out of the  
7           spotlight, what we're going to do is take a  
8           five-minute break, and then I'll open the  
9           floor to comments. I will start the meeting  
10          again in five minutes so I would ask that if  
11          you have business to conduct that's going to  
12          take longer than that, please go outside. In  
13          five minutes, we will reconvene.

14                   (Brief recess taken.)

15                   THE MODERATOR: As part of the  
16          rules, we recognize that everybody here has  
17          an opportunity to speak, everybody here has  
18          an opportunity for their opinion. We should  
19          be civil to anybody who is speaking, and keep  
20          your comments civil and unemotional. I know  
21          this issue sparks a lot of controversy, and  
22          with good reason. Again, I'd remind you that  
23          the meeting is being transcribed, so when  
24          people come to the microphone, please speak

1 clearly, slowly, enunciate, and identify  
2 yourselves before you begin your comment.  
3 And if you can remember, spell your last  
4 name. That would help Pete, our  
5 stenographer, out greatly.

6 After everyone has had an  
7 opportunity to speak and if we still have  
8 time left in the evening, it may be an  
9 opportunity to speak again. One of the  
10 things that we're not going to permit,  
11 though, is to allow one speaker to donate  
12 time to the next speaker.

13 I will announce two people at one  
14 time so you can be prepared not only to  
15 mentally be prepared for your own comments,  
16 but also so that as soon as one person ends  
17 comment, then the next person can start right  
18 away. In the beginning, at least, we will  
19 alternate comments of who opposes the project  
20 with the comments of who supports the  
21 project.

22 It's important to recognize what  
23 the point of the meeting here is. This is  
24 not a forum for debate with the officials

1           that have presented the draft report. I will  
2           allow short questions for clarification or  
3           maybe procedural questions, but I will not  
4           allow questions or responses to comments that  
5           will engage in a debate on the merits of the  
6           draft EIS. There have been many public  
7           hearings that were heard already for that  
8           purpose, and you have an opportunity to not  
9           only speak tonight but give us written  
10          comments or give to the agencies written  
11          comments on your views.

12                       Finally, please try to refrain from  
13          applause or other forms of verbal approval or  
14          disapproval because that only takes away from  
15          the time we all have to listen to everyone's  
16          comments, and I want to move the meeting  
17          along as efficiently as possible.

18                       First, before we hear comments,  
19          there are some government officials that wish  
20          to be recognized. Boston City Councilor  
21          Mickey Roache and Boston City Councilor Paul  
22          Scappichio. My apologies to the councilor  
23          for mispronouncing his name. We will take  
24          those government officials and those



officials representing agencies first. First we'll hear from State Representative Bruce Ayers of Quincy followed by Selectman Robert Driscoll of Winthrop.

MR. AYERS: Thank you. Bruce Ayers. I'm here tonight, ladies and gentlemen, in a dual capacity. Not only am I a state representative but also a city councilor in the city of Quincy, and I've been fortunate enough to be a city councilor in Quincy for the past eight years, and one of the most consistent complaints I've received from the city of Quincy has been the amount of airplane noise and pollution flying over my district not only of North Quincy but also Squantum.

I strongly oppose runway 14/32 because it's only going to increase the problems to my constituents. Based on the feedback that I've received, I introduced a resolve before the city council meeting last Monday night, and I will try to be brief and articulate the points that I brought up at the council meeting.

T1.1

1                   Whereas, they have not fully  
2                   examined the alternatives to the airport  
3                   expansion like Hanscom Field and Worcester  
4                   Airport; whereas, other transportation  
5                   accesses like regional airports Green in  
6                   Rhode Island and Manchester in New Hampshire;  
7                   and whereas other management tools that could  
8                   be used to alleviate delays such as peak  
9                   period management programs; and whereas, the  
10                  operation of the new runway would severely  
11                  impact several neighborhoods in my district  
12                  in the city of Quincy, especially Squantum,  
13                  West Quincy, North Quincy, Montclair, Houghes  
14                  Neck, Merrymount, Wollaston.

15                 And most importantly, being a state  
16                 representative and city councilor is the  
17                 importance to have public meetings, and we've  
18                 done this over the years many, many times,  
19                 and I feel that Massport has not come out and  
20                 asked the city of Quincy to have or to hold a  
21                 public meeting.

22                 So one of the reasons I wanted to  
23                 come here tonight was to invite the officials  
24                 down to the Quincy City Council for a public

T1.1.1

T1.1.2

T1.1.3

T1.1.4

1 meeting, and I'd also like to extend that  
2 opportunity to a community meeting so that,  
3 based on some of the concerns we're  
4 addressing tonight, ladies and gentlemen,  
5 could be better understood. It would give my  
6 constituents a better understanding as to  
7 what impacts we'll have. Whether it's  
8 quality of life issues like noise pollution  
9 or air pollution, they will better understand  
10 it, and they haven't been given any chance.  
11 I think it's unfair.

12 So I come before you tonight to  
13 submit written testimony from several of the  
14 community centers, and also request that the  
15 Federal Aviation Administration withdraw its  
16 support for the expansion until these  
17 questions are addressed and answered. I  
18 don't think it's fair. The amount of calls I  
19 am receiving are strongly opposed to this.  
20 We need more information. We need to protect  
21 the quality of life throughout the South  
22 Shore and our community, and we have some  
23 serious concerns here that aren't being  
24 addressed.

T1.1.5

1                   This resolve was based on a lot of  
2                   points that are unresolved, and they were put  
3                   into a form which was unanimously passed by  
4                   the Quincy City Council. So I'd like to  
5                   submit that along with other documentation I  
6                   have from various residents who wrote to me,  
7                   and neighborhood associations who are very  
8                   much concerned. So based on that, I would  
9                   like to voice my opposition not only as a  
10                  city official but as a state representative  
11                  for these areas. Thank you.

12                  THE MODERATOR: Thank you,  
13                  Representative Ayers. Representative Ayers  
14                  actually went to the microphone. I meant to  
15                  comment on the media has requested that  
16                  people who wish to be heard by them use the  
17                  microphone to my left, not the one in the  
18                  center of the room because that's the one  
19                  they're hooked up with. Next we'll hear from  
20                  Selectman Robert Driscoll of Winthrop,  
21                  followed by Steve Muench, Massachusetts  
22                  Aeronautical Commission.

23                  MR. DRISCOLL: Good evening. My  
24                  name is Robert Driscoll, Jr., and I'm one of

1 the members of the Board of Selectmen for the  
2 town of Winthrop, and thank you for having us  
3 here tonight. The town of Winthrop, the  
4 Board of Selectmen, unanimously all oppose  
5 the project of 14/32 and the center field  
6 taxiway, and I think Winthrop's in kind of a  
7 unique situation because we are one of the  
8 few communities that, according to  
9 projections from the EIS, the EIR, are  
10 supposed to benefit in some way because of a  
11 reduction in the use of the runways that most  
12 impact our community.

13 A lot of people are asking us why  
14 we're opposed to this project if our town is  
15 going to benefit, and the answer to that  
16 question is that there's a long history of  
17 treating our town which happens to be a host  
18 community to Logan Airport, runways 22 left  
19 and 22 right begin actually within the  
20 boundaries of the town of Winthrop, we have  
21 had a long history of working with Massport  
22 and we have had a long history of responding  
23 in the past to GEIR and updates and EEIS and  
24 all that.

1                   And I think that one thing that  
2                   we've always been consistent in is that we've  
3                   always taken the position that these impacts  
4                   cannot be looked at on a segmented basis.  
5                   We've tried to implore MEPA on that argument,  
6                   not successfully in the past, but I think  
7                   that's something that we've been consistent  
8                   about and that is primarily the reason we are  
9                   opposed to this because we don't believe the  
10                  EIS, the EIR looks at all of the total  
11                  cumulative impacts of building 14/32, and  
12                  building the center taxiway.

13                         Because we've had such a long-  
14                   standing working relationship with Massport,  
15                   we have a good sense of their ability or  
16                   inability to come forward and meet  
17                   commitments that pertain to the use of the  
18                   runway, and I think the PRAS goals is  
19                   probably the best example of that. PRAS  
20                   goals was established some time ago, and if  
21                   PRAS goals were actually adhered to, the town  
22                   of Winthrop would be in much better  
23                   environmental condition than it is today, yet  
24                   those goals cannot be attained.

T1.2.1



1                   And part of the argument for 14/32  
2                   and the center field is based on the ability  
3                   to achieve something like PRAS goals again.  
4                   However, we're not sure, we don't feel  
5                   confident that Massport and the FAA will be  
6                   able to commit to meet those objectives. In  
7                   fact, we had asked Massport at a meeting in  
8                   Winthrop at the Winthrop Arms whether or not  
9                   they could commit somehow to the EIR and the  
10                  EIS to guarantee the runway usages, and we  
11                  were informed, I think as we expected, that  
12                  no, that's not going to be possible because  
13                  there are too many factors beyond their  
14                  control, the FAA being a factor, the weather  
15                  being a factor.

16                  So I think that between the PRAS  
17                  goals not having been met and with the fact  
18                  that there's no accountability for meeting  
19                  these runway objectives, that leads the town  
20                  to conclude that this is not a good  
21                  alternative, it doesn't look at the whole  
22                  picture, and we think that the EIR should be  
23                  withdrawn. Thank you.

24                  THE MODERATOR: Thank you, Mr.

T1.2.2

1 Driscoll. Next we'll hear from Steve Muench  
2 from the Massachusetts Aeronautics  
3 Commission, followed by Paul Guzzi from the  
4 Greater Boston Chamber of Commerce.

5 MR. MUENCH: Good evening. For the  
6 record, my name is Steve Muench. That's M-U-  
7 E-N-C-H. I am the executive director of the  
8 Massachusetts Aeronautics Commission.

9 Contrary to published reports, considerable  
10 regional planning has been done on a multi-  
11 state level. The six directors of the New  
12 England state agencies that have a  
13 responsibility for oversight of aeronautical  
14 activities within their respective states  
15 have been working with the Federal Aviation  
16 Administration, the Massachusetts Port  
17 Authority, the New England Council, and nine  
18 regional airports since 1994 to improve air  
19 service throughout New England.

20 Those regional airports are  
21 Worcester Regional Airport and New Bedford  
22 Regional Airport in Massachusetts, Manchester  
23 Airport in New Hampshire, T.F. Green Airport  
24 in Rhode Island, Bradley International

T1.

1           Airport and TWI-New Haven Airport in  
2           Connecticut, Bangor International Airport and  
3           Portland International Jetport in Maine, and  
4           Burlington International Airport in Vermont.

5                     In 1990, the Massachusetts  
6           Aeronautics Commission initiated a siting  
7           study commonly referred to as the second  
8           major airport study to determine whether  
9           there were any suitable sites for a second  
10          major airport in Massachusetts. That study  
11          started with 182 sites, and eventually  
12          recommended consideration of two sites, at  
13          Fort Devens and in the Gardner-Winchendon  
14          area.

15                    In 1992, we announced that we would  
16          reevaluate air transportation demand and  
17          capacity in the context of a multi-modal  
18          high-speed transportation system, and  
19          initiated a second study commonly referred to  
20          as the strategic assessment report study. In  
21          November 1993, that study reconfirmed that  
22          the demand for air service at Logan will  
23          surpass capacity.

24                    More importantly, however, the

1 study also identified a number of scenarios  
2 which it implemented to avoid the necessity  
3 for construction of a second major airport to  
4 meet that excess demand. Those scenarios  
5 involve improving air service at regional  
6 airports, improving rail service, improving  
7 telecommunications technology, and making air  
8 side improvements at Logan.

9 The logic behind the pursuit of  
10 these alternative solutions is obvious given  
11 the staggering financial, environmental, and  
12 social cost to construct a second major  
13 airport. Our ongoing regional planning  
14 efforts are a natural progression from the  
15 second major airport and strategic assessment  
16 report studies, and complement the analysis  
17 of surface transportation performed under the  
18 New England Transportation initiative.

19 Today we have identified existing  
20 air service levels, estimated the degree of  
21 leakage for each airport which is defined as  
22 the number of passengers in a regional  
23 airport's marketing area that use either  
24 Logan or one of the three New York City

airports, Laguardia, JFK, or Newark.

We analyzed the potential for improved or new air service at the regional airports in New England, conducted a regional airports route development conference where representatives of the regional airports actually met with representatives of more than a dozen major regional and Canadian air carriers.

We assessed the potential impacts that improved air service at regional airports would have on Logan. We designed the regional airport fair sampling methodology, and analyzed the results of a common fair pricing strategy at a regional airport.

In 1998, approximately 40 percent of the domestic destination passengers departing from those regional airports and Logan departed from the regional airports. That's up from 35 percent in 1996. In that two-year period, the total number of domestic enplanements at all ten airports rose by 13.4 percent.

1                   However, domestic enplanements at  
2                   the nine regional airports increased by more  
3                   than 31 percent while Logan's domestic  
4                   enplanements only increased by approximately  
5                   4 percent. Clearly, the combined efforts of  
6                   the six-state aviation agencies, the nine  
7                   regional airports, the FAA, Massport, and the  
8                   New England Council are diverting demand away  
9                   from Logan and to the regional airports.

10                   Each year, as the state directors  
11                   and regional airports work with the FAA to  
12                   update their respective capital improvement  
13                   plans, we consider both the local and  
14                   regional impacts of those proposed capital  
15                   improvements. The new airport terminal,  
16                   runway extensions, and other improvements at  
17                   Manchester, New Bedford, T.F. Green, and  
18                   Worcester are all complementary of our  
19                   individual and joint efforts to improve  
20                   regional air service throughout New England,  
21                   and they all contribute to reducing delays at  
22                   Logan.

23                   We urge you to approve the air side  
24                   improvements proposed by Massport. They are



1 necessary to insure a safe and efficient New  
2 England airport system to serve scheduled  
3 passengers, and similarly, we oppose efforts  
4 to artificially constrain demand for the  
5 employment of peak hour pricing or peak  
6 period pricing.

T1.3.2

7 Notwithstanding the success of  
8 those regional airports, communities  
9 throughout New England will continue to use  
10 Logan for markets not served by those  
11 regional airports. Thank you very much for  
12 this opportunity to offer these comments this  
13 evening.

14 THE MODERATOR: Thank you, Mr.  
15 Muench. Are you going to also submit that  
16 written paper?

17 MR. MUENCH: We will next week.  
18 It's going to be signed by the other  
19 directors.

20 THE MODERATOR: Now we'll hear from  
21 Paul Guzzi from the Greater Boston Chamber of  
22 Commerce. Did I pronounce that right?

23 MR. GUZZI: Good evening. I've  
24 been called far worse. My name is Paul

T1.4

1 Guzzi.

2 THE MODERATOR: Excuse me just a  
3 second, Mr. Guzzi. Following him, we will  
4 hear from Andrea D'Amato from the city of  
5 Boston.

6 MR. GUZZI: I am president and CEO  
7 of the Greater Boston Chamber of Commerce.  
8 Let me try to summarize my written comments  
9 which I will submit. The Chamber as well as  
10 other business organizations is supportive of  
11 both the runway 14/32, and as well we are  
12 supportive of regional solutions and  
13 expansion of capacity on a regional basis.

14 In a word, we are supportive for  
15 three reasons. One, we think that air  
16 transportation issues, Logan and regional air  
17 transportation issues together, are critical  
18 for our economic well-being, are critical for  
19 economic growth, are critical for jobs in  
20 this area.

21 All too often, this debate has been  
22 focused around a we-they type of dichotomy.  
23 The employer community that I represent, the  
24 employer community that others represent,

T1.4.1

1       employ individuals, employ people. You've  
2       seen the economic impacts in the prior slides  
3       that Massport put up. You've seen the  
4       estimate of some 300 million dollars of lost  
5       productivity.

6               What you haven't seen is the impact  
7       of an inferior regional air transportation  
8       system including Logan that impacts not only  
9       the expansion of companies within our region  
10      and within our state, but also the relocation  
11      of companies into our region as well. We are  
12      supportive of this because of economic growth  
13      and jobs that are provided for people.

14             Second, we are supportive because  
15      of the delays that occur at Logan. The data  
16      that we have looked at, the data that has  
17      been supplied by independent national  
18      agencies, all indicates the same thing.  
19      Whether you rank Logan second, third, sixth,  
20      or seventh, Logan is delay-prone, and with  
21      the increases projected, with or without the  
22      airport runway extension, these delays will  
23      get worse, not better. Delays are important  
24      not only for competitiveness, delays are

1           important not only for attracting individuals  
2           and tourists into our area, delays impact  
3           individual people, individual families.

4                       Finally, let me say that we are  
5           supportive of this extension, we are  
6           supportive of increases in regional air  
7           capacity, and we are supportive of a more  
8           regional and more comprehensive  
9           transportation policy within our region and  
10          within our state. I congratulate this group  
11          for attempting not only to streamline the  
12          process, but to have an environment where  
13          data and alternatives can be looked at, where  
14          people can come together not in terms of we  
15          against them, but in terms of all of us  
16          trying to provide regional solutions to  
17          regional problems that will benefit all of  
18          us. Thank you very much.

19                      THE MODERATOR: Thank you. Now  
20          while we're waiting for Andrea D'Amato to  
21          come forward, let's go off the record for a  
22          second.

23                      (Off the record.)

24                      THE MODERATOR: Back on the record.

1 Now we'll hear from Andrea D'Amato from the  
2 city of Boston, followed by Todd Fontancella  
3 from the city of Somerville.

4 MS. D'AMATO: Good evening. Thank  
5 you, members of Massport, the FAA, and the  
6 state MEPA for the opportunity to come here  
7 tonight. I am Andrea D'Amato, chief of  
8 environmental services for the city of  
9 Boston, and also the commissioner of  
10 transportation for the city of Boston. My  
11 name is spelled D apostrophe capital, A-M-A-T-  
12 O. I'm here tonight to read into the record  
13 testimony of the mayor of the city of Boston,  
14 Thomas Menino.

15 The Massachusetts Port Authority  
16 projects that passenger traffic at Logan  
17 Airport will grow 26 million in 1998, with as  
18 many as 45 million by 2010, an increase of  
19 roughly 33 percent. More passenger traffic  
20 at Logan Airport will only mean more cars,  
21 trucks, and shuttle buses on our congested  
22 highways and our urban road system.

23 During peak travel times, this  
24 could make traffic congestion unbearable on

T1.5

1 the Southeast Expressway and Route 1A. It  
2 will also encourage more drivers to seek  
3 alternative routes, worsening congestion on  
4 roads such as Storrow Drive.

5 The majority of Logan's users  
6 actually come from beyond the Route 128 area,  
7 according to Massport's 1996 data. These  
8 people are not getting to Logan via the Blue  
9 Line. They are driving long distances at  
10 great lengths of time on congested roads. As  
11 traffic at Logan expands, road traffic  
12 congestion will grow worse. More vehicles  
13 will be on the roads, and suburban travelers  
14 may not be able to get to Logan on time.

15 There will be more traffic on our  
16 urban road systems during peak travel time  
17 which raises the issue of whether residents  
18 near Logan Airport will be able to navigate  
19 their own community, and whether employees  
20 will be able to travel to and from work  
21 without further delay.

22 Finally, the addition of more  
23 vehicles to our roads increases concerns  
24 about environmental and economic impact,

1 traffic congestion, air pollution, of lost  
2 time and productivity. The region is already  
3 in serious non-containment of the air quality  
4 standards for ozone according to the U.S.  
5 Environmental Protection Agency.

6 Massport's environmental impact  
7 statement report addresses none of this. It  
8 is incomplete because it avoids the land side  
9 impact of airport growth. Air side and land  
10 side impacts are related and inseparable. I  
11 therefore respectfully request that you  
12 require the Massport board to provide a full  
13 and complete accounting of all the land side  
14 impacts of its improvements before proceeding  
15 any further. To do so would only deny the  
16 people of greater Boston the answers they  
17 deserve. Respectfully submitted, Mayor  
18 Thomas Menino. Thank you very much.

19 THE MODERATOR: Thank you. We'll  
20 now hear from Todd Fontancella, followed by  
21 Phil Lemnios from the town of Hull.

22 MR. FONTANCELLA: Thank you. I  
23 represent the city of Somerville  
24 administration, and I'm here to register our

T1.5.1

T1.6



1       opposition to the construction of runway  
2       14/32. About a year ago, our administration  
3       became involved with the Citizens Advisory  
4       Committee to Massport, and we became deeply  
5       involved in the review of the improvements  
6       that are proposed for Logan Airport.

7               In the context of that study, a  
8       great deal of information has been presented  
9       in a number of forums, and we have listened  
10      to all of the other members of the Citizens  
11      Advisory Committee. Many of the points that  
12      Commissioner D'Amato just made were the ones  
13      that we also felt very strongly about. We  
14      can't emphasize strongly enough that we have  
15      come away from reviewing the document with a  
16      feeling that, although a lot has been said  
17      about regional cooperation, in fact, there  
18      remains a great deal of work to be done.

19             Regional travel requires regional  
20      solutions. We do feel that at this time,  
21      given the information that's been presented,  
22      that it is inadequate in one key area.  
23      Again, that the land side improvements that  
24      are proposed for the airport are not

1 coordinated with this document. They do  
2 function together and they need to be given  
3 more priority in the context of this EIR/EIS.

4 So with that, I would like to state  
5 for the record officially that the city of  
6 Somerville also opposes runway 14/32. Thank  
7 you.

8 THE MODERATOR: Thank you very  
9 much. Now the representative from the town  
10 of Hull, Mr. Lemnios. After Mr. Lemnios,  
11 we'll hear from Bernice Mader from the  
12 Norfolk-Plymouth Counties Democratic  
13 Committee.

14 MR. LEMNIOS: My name is Phil  
15 Lemnios, L-E-M-N-I-O-S. I'm the town manager  
16 in Hull representing the town of Hull. The  
17 town of Hull is opposed to this runway.  
18 We're one of the two communities, and  
19 probably the only community that sees an  
20 increase of about 50,000 flights over our  
21 community if this runway were to be built.  
22 That's our primary reason for being opposed,  
23 obviously.

24 Just as a quick aside, I find it

T1.7

T1.7.1

1 interesting that we're going to relocate the  
2 sandpipers to Cape Cod because the noise  
3 might disturb them but not the rest of us  
4 poor humans. It seems to me that there are  
5 some real technical credibility issues that  
6 are at stake here. This morning's Boston  
7 Globe had a very interesting article. The  
8 slide Betty put up showed that the FAA has  
9 one methodology of measuring delay, the  
10 Department of Transportation has another.

11 The FAA says 3.18 percent, the  
12 Department of Transportation has a blended  
13 rate of 20-plus percent. Massport, for this  
14 particular document, came up with a whole new  
15 way of measuring delay. So there seems to be  
16 a problem; has the problem been identified?  
17 What exactly is the rate of delay? There is  
18 nothing in the report that said what is an  
19 acceptable rate of delay. There's nothing in  
20 the report that says how many flights can  
21 this facility handle, period. What is the  
22 ultimate capacity of this facility?

23 Because as it stands, if this were  
24 to be built, we'll all be back here in five

T1.7.2

T1.7.3

1 years saying, what are we going to do now?  
2 Additionally, there's an alternative,  
3 alternative 2, which is a no-build runway  
4 alternative, that actually in one of the  
5 scenarios presented in the report has a much  
6 better payoff for delay reduction if you buy  
7 the model that is put into the report.

8 So there seems to me to be a series  
9 of glaring inconsistencies in the report.  
10 There's some factual inconsistencies that  
11 need to be rectified. What is delay? The  
12 other problem in the report is, there's no  
13 discussion in the report as to the causes of  
14 delay. There are inferences, winds northwest  
15 direction 37 percent of the time; inference,  
16 37 percent of delay is from northwest winds.  
17 No factual data to support that.

18 For instance, if there's delay at  
19 an airport in New York, for example, or  
20 Newark, does that lead to delay at Logan?  
21 There is not a detailed discussion as to the  
22 total analysis of delay. What exactly are  
23 the causes of delay, and how much does this  
24 particular solution expect to diminish

T11.7.4

1 overall?

2 It kind of reminds me of the story  
3 of somebody seeing a person sitting at a  
4 table drinking a diet Coke and thinking the  
5 diet Coke is the reason for putting on  
6 weight. There is just not a good connection  
7 here. The report is flawed, the discussion  
8 of delay is flawed, the planning process  
9 talks about regional approaches, but really  
10 doesn't get to some of the heart of the  
11 issue.

12 We would ask simply that Massport  
13 actually withdraw the report, the  
14 architecture, until there is a real analysis  
15 of the problem and we have a discussion of  
16 exactly how much of the delay problem can be  
17 reduced. Are we trying to get to zero  
18 tolerance on delay? Is that where we're  
19 going? Is FAA incorrect in saying there's  
20 only 3 percent delay? Who's correct? FAA  
21 helped sponsor this report.

22 Is FAA saying the DOT is correct  
23 about this issue and FAA is incorrect? These  
24 are the questions, and I would like Mr. Silva

1 to answer that actually, the FAA  
2 representative. Do we accept the FAA numbers  
3 or the DOT numbers for delay or the Massport  
4 numbers?

5 THE MODERATOR: That's an  
6 interesting question but we will save it for  
7 the final report.

8 MR. FONTANCELLA: And no one's  
9 going to comment on that?

10 THE MODERATOR: That's not the  
11 purpose for this hearing.

12 MR. FONTANCELLA: I know, but you  
13 did say you would allow some type of question  
14 be responded to.

15 THE MODERATOR: A question of  
16 clarification if what Mr. Silva said produced  
17 some ambiguity, then he clarify what he said.

18 MR. FONTANCELLA: No. The report  
19 produces ambiguity.

20 THE MODERATOR: The report has one  
21 measure of delay. That's not fair game for  
22 this meeting.

23 MR. FONTANCELLA: I didn't suspect  
24 it would be. Thank you.

1 THE MODERATOR: Does Mr. Cowin want  
2 to speak when we get to the individual  
3 speakers?

4 MR. COWIN: No, I don't. Thank  
5 you.

6 THE MODERATOR: Thank you very  
7 much. Now we're going to hear from Bernice  
8 Mader, and then following that we'll hear  
9 from Anastasia Lyman from the Citizens  
10 Advisory Committee.

11 MS. MADER: I am an elected  
12 official for the Norfolk-Plymouth County as  
13 democratic state committee woman, but I'm  
14 also speaking here as someone who formerly  
15 was a member of the Community Advisory  
16 Committee to Massport and the city of  
17 Quincy's representative for 19 years to the  
18 CAC, so in those capacities what I would like  
19 to do is to present the Community Advisory  
20 Committee's response to what Betty  
21 Desrosiers, the director of aviation, earlier  
22 presented to you.

23 First, we believe that Massport has  
24 violated both the spirit and the regulations

T1.8

T1.8.1



1 of the EPA, MEPA, and the FAA, as well as a  
2 sense of fair play and environmental justice.  
3 Now, the NEPA and MEPA process, when it's  
4 used in an honest fashion, can be a very  
5 helpful learning tool, but in this case,  
6 Massport has tried to twist the way it can be  
7 used, we believe, in an unfair fashion, and  
8 instead, in trying to reach a consensus with  
9 the diverse cross section of groups, it's  
10 causing conflict instead.

11 Massport has used outdated, and  
12 worst case scenario data which I'll speak to  
13 very briefly later. One of the things that  
14 Massport never does in its study is it never  
15 examines Logan Airport itself as it is right  
16 now. They talk extensively about delays, but  
17 they never really mention what the major  
18 problem and the real problem is at the  
19 airport, and that is the size of the airport.

20 A newly-created international  
21 airport based on the minimally-acceptable  
22 federal standards would be at minimum about  
23 5,000 acres, and many would be 10,000 or more  
24 such as Dallas or Denver or some of the

T1.8.1  
(cont.)

T1.8.2

T1.8.3

1 others that have been built in the last  
2 couple of years.

3 If you look at that in contrast,  
4 Logan International Airport is only 48  
5 percent of the minimum size that you would  
6 need to start to develop an airport, and it  
7 doesn't work. No major physical improvements  
8 have been made to Logan since 1977 until this  
9 past year when they opened the parking  
10 garage. To allow an international airport to  
11 be able to continue even to operate in this  
12 atmosphere, Massport has stretched every  
13 possible system that exists at the airport to  
14 its limit and beyond its limit.

15 Anyway, no 5,000-foot  
16 unidirectional commuter runway can address  
17 Logan Airport's overwhelming shortcomings.  
18 It just doesn't have any more room to grow  
19 and that's what the problem happens to be.  
20 Now, parking, ground access, pedestrian  
21 access, the parking lots, the off-site cargo  
22 terminals, the relocated fuel line, the  
23 outrageously difficult sign system are now  
24 all to their extreme limits, just postage

T11.8.3  
(cont.)

1 stamp size.

2 A major commercial airport is now  
3 trying to squeeze another runway in to  
4 accommodate its basic lack of adequacy. Not  
5 only is Massport's study inadequate, so is  
6 the airport. The growth of the commercial  
7 passenger industry over the past two decades  
8 has outstripped Logan Airport. In the site  
9 where it currently is located, it is out of  
10 space, it is out of time, and it's out of  
11 capacity.

12 Now, a large number of cities both  
13 in this nation and across the rest of the  
14 world have observed the trends in aviation  
15 growth and they planned for it. Massport  
16 didn't. They conducted studies but studies  
17 aren't plans, and what they refer to as  
18 studies, they really didn't come out with any  
19 kind of a comprehensive master planning  
20 aviation approach to the Massachusetts plan.  
21 I understand regionalism and I am a strong  
22 supporter of regionalism, but they have not  
23 come up with a Massachusetts plan, and that  
24 has not worked.

1                   Instead, what they did was a series  
2                   of stopgap measures to patch its inadequate  
3                   infrastructure system. Massport continues to  
4                   provide for 20 pounds of power inside a five-  
5                   pound bag. It doesn't work. If you read the  
6                   EIR, Massport has not at all, and it's  
7                   inadequately addressing the whole section  
8                   regarding alternatives and the way they  
9                   looked at them.

10                   I'm not going to cite the sections  
11                   within the MEPA regulations except to tell  
12                   you when their consideration of alternatives  
13                   is just so inadequate I don't know how else  
14                   to express it. To dismiss Hanscom Field in  
15                   two-and-a-half paragraphs, video  
16                   teleconferencing in three paragraphs, and the  
17                   north-south rail link, the Portland rail  
18                   link, the northeast corridor improvement in  
19                   three paragraphs? I think there's certainly  
20                   short shrift. They have not done any serious  
21                   commitment to looking at real alternatives.

22                   Instead, Massport wanted the shoe  
23                   to fit no matter how they've got to cram the  
24                   foot into the glass slipper. Anyway, again,

T1.8.4

1 I address to you that there is total  
2 inadequacy in the way they examined  
3 alternatives. Instead, it needs to be  
4 redone, withdrawn and redone.

5 Now, Executive Director Blute has  
6 made dozens, in fact many more than I even  
7 thought, according to Betty Desrosiers, maybe  
8 almost a hundred presentations to the state's  
9 delegations, to private companies, a variety  
10 of chambers of commerce, many large business  
11 councils, tech. councils, associated,  
12 industries, New England Council, and so  
13 forth.

14 At that time, though, Mr. Blute,  
15 when he very first was appointed he appeared  
16 before the anti-review committee and he made  
17 commitments to the folks at that time saying  
18 that, as the new person he would step back  
19 and examine all the alternatives that had  
20 been proposed and he would get back to us  
21 with what he called a neutral and objective  
22 analysis.

23 Let me tell you something. Within  
24 less than a couple of months after Mr. Blute

1           made that statement, he had already been to  
2           Washington, D.C. to lobby Massachusetts  
3           federal congressional delegations to be in  
4           support of the runway, and he also already  
5           addressed East Boston Chamber of Commerce.  
6           This is from a person who said, I will  
7           neutrally examine the choices.

8                       In addition, he did not acknowledge  
9           the form that his predecessor, Stephen Tocco,  
10          as the executive director of Massport that  
11          invested in what's called the air side review  
12          committee. That's the committee that former  
13          director Tocco had appointed which was  
14          composed half of the community advisory  
15          committee to Massport. That is composed of  
16          24 citizens who are appointed by their  
17          neighbors or boards of selectmen, and one-  
18          half the other recipe represented by airline  
19          companies, airline agencies, or business  
20          interests.

21                      That particular group, the air side  
22          review committee, was supposed to take the  
23          information that the Massport consultants  
24          presented, they were supposed to listen to

1 each other's questions in each other's  
2 presence, and comment on the Massport team's  
3 data. Everybody went into that process for  
4 many, many meetings with a sincere approach  
5 to it.

6 But what happened is all of a  
7 sudden, once Governor Weld left, there was an  
8 18-month hiatus. All of a sudden, no reason  
9 given, the study was withdrawn, all work had  
10 stopped. We have been driven like galley  
11 slaves to meet, meet, meet, meet, meet.  
12 Boom, all of a sudden, no explanation,  
13 nothing. Everything stops dead. Instead,  
14 every time that I, and later on Anastasia  
15 will tell you, would make a phone call to  
16 Massport, and we were told that Mr. Blue was  
17 examining alternatives.

18 Let me tell you, we citizens knew  
19 different. Instead, we knew he was lobbying  
20 everybody else, as I said. Instead, what he  
21 did was he went into a variety of communities  
22 and he spoke to uninitiated citizen and  
23 business groups, and they neither had the  
24 background, the history, or the information



1           to ask him the pointed and probing questions  
2           that should have been asked of him. It was  
3           much easier for him to do that.

4                       So we were told at that time that  
5           nothing much was going on during that 18  
6           months. Massport consultants were gathering  
7           data, they were working on things. That  
8           would be about as specific an answer as  
9           anybody would get when we would say, what's  
10          happening in these 18 months. Then all of a  
11          sudden, the state elections happen and, what  
12          do you know, within about 10 or 12 days after  
13          that, wouldn't you know the process started  
14          up again.

15                      And, as a matter of fact, we  
16          weren't even formally notified about what was  
17          happening behind our backs, which was the  
18          consultants were working again, they were  
19          generating some new information, things were  
20          going along. What happened? The holidays  
21          came and went, Thanksgiving, Christmas, New  
22          Year's. Anastasia Lyman got a phone call.  
23          The phone call said, guess what? We want to  
24          schedule one more ARC meeting in about a

1 week. That was about the notice. We're  
2 going to have one last one and we're going to  
3 ask you to sign off on it.

4 Now, if you've seen the document,  
5 I've never weighed it or measured it, but we  
6 say if it could be done, so I imagine it  
7 weighs maybe, I don't know, 15 pounds, and I  
8 don't know how many inches' worth of text.  
9 They were going to get that information to  
10 citizens and to our consultants the day  
11 before we were supposed to, quote, sign off  
12 on this.

13 Anyway, the ARC members were  
14 outraged and rightfully so. Over and over,  
15 we're told, trust Massport Authority. With  
16 that use of process, would you trust Massport  
17 Authority for using those kind of tactics?  
18 Anyway, all I'm going to say to you about  
19 delays, they used the year 1993, and Phil  
20 Lemnios raised a very good point about it.  
21 The year 1993 was an aberrant year for  
22 Massport. In fact, it was the single worst  
23 year they've ever had for delays, and nothing  
24 else has approached that since then.

T1.8.2  
(cont.)

1                   As a matter of fact, I wanted to  
2                   know what else happened that year so I went  
3                   to the U.S. Weather Bureau Information  
4                   Service and I looked in and I found if I  
5                   looked at the weather of 1993 and 1994, it  
6                   had a record snowfall, 96.3 inches. It broke  
7                   all records. So when they figure out the  
8                   delays, as Phil Lemnios from Hull already  
9                   pointed out to you, they never say to you,  
10                  well, you know, if we got a foot-and-a-half  
11                  of snow, even if we had 67 runways, we still  
12                  would have closed down because we couldn't  
13                  stay open.

14                  MR. MODERATOR: Would you please  
15                  wrap it up?

16                  MS. MADER: I'm going to try as  
17                  fast as I can. One of the other things I  
18                  want to introduce which is a new concept is  
19                  the concept of the interruption and delay  
20                  factor. I have copies of this if people need  
21                  it later. As they continued to talk about  
22                  their 313 million dollars in loss due to  
23                  delay, it occurred to me one day when a plane  
24                  would have to stop right over my head where I

1 work and I had to wait until it went over.

2 I said, you know, that's a cost to  
3 me and my job and I wonder how many more me's  
4 are out there sitting listening to this  
5 airplane noise. So I decided to try and make  
6 up my own model of how that might work. I  
7 mean, Massport did so why can't I? As a  
8 matter of fact, what I did is I copied their  
9 exact same methodology. The way they count  
10 the delays, they didn't do it the way the FAA  
11 does.

12 What I did was this. In 1998,  
13 there were 483,000 flights from Logan.  
14 That's takeoffs and landings. That went over  
15 19 Boston neighborhoods and 18 affected  
16 communities. If you totaled everybody up who  
17 lived under those, that's a million in the  
18 number of people who lived under that. Then  
19 if you take the figure which would be  
20 approved by the board and the Department of  
21 Labor, 62 percent of those people actually  
22 could work.

23 If you took the average income from  
24 the city of Boston, which is 37,750 average

1       annual income for people, that would come to  
2       about \$18.00 an hour. However, I said, well,  
3       let me be extremely conservative and use  
4       \$7.00 an hour, the lowest minimum wage that  
5       people might use, and I used the following  
6       example. If every one of you or us were in  
7       that area under those flight paths and not  
8       everybody gets the noise every day, and I'm  
9       willing to concede that, so I said maybe  
10      about one-third of the people three days a  
11      week each of the days, maybe six hours. You  
12      don't get it 24, but six hours.

13                   What if you got five minutes of  
14      interruptions only for each of those six  
15      hours times three days? The long and short  
16      of it is at \$7.00 an hour, that came to 11  
17      million dollars a week, plus or minus. It  
18      came to 575 million dollars. If I took the  
19      probably more appropriate figure of what the  
20      real pay is for people at the time,  
21      businesses want to know what you're losing?  
22      If I really use the \$18.00 per hour, what it  
23      came out to be, believe it or not, across one  
24      year was 1.5 billion, B, billion dollars.

1 THE MODERATOR: Thank you very  
2 much, Ms. Mader. I would ask you to sit down  
3 so we can move on to the next speaker. Next  
4 we'll hear from Anastasia Lyman. Ms. Lyman  
5 will be the last of the government officials  
6 to speak, and I'll let you speak until 8  
7 o'clock and then we'll take a five-minute  
8 break. How's that?

9 MS. LYMAN: Thank you. I want to  
10 than you for allowing me to speak tonight. I  
11 am the co-chair of the Community Advisory  
12 Committee to Massport along with my other co-  
13 chair Sandra Coates from Braintree. The  
14 Community Advisory Committee represents 25  
15 environmentally-impacted neighborhoods and  
16 communities surrounding Logan Airport. We  
17 were established in 1978 and we have been  
18 working with Massport on Logan-related issues  
19 ever since.

20 I am here this evening to submit to  
21 you the written document of our consultants  
22 on their findings on the draft environmental  
23 impact statement. The CAC concurs with their  
24 findings wholeheartedly. I will not go

1 through them. I'm sure other people will be  
2 mentioning most of them this evening.

3 Because I'm submitting the written  
4 document, all I can say is that they have  
5 found and we concur there are substantial  
6 planning deficiencies and omissions in this  
7 document. We ask your agency to find that  
8 this document is inadequate, and we ask your  
9 agency to require that a new one be done  
10 based on the findings in this report. Thank  
11 you very much.

12 THE MODERATOR: Are there any other  
13 elected officials or government officials  
14 that would like to speak at this time before  
15 we move into the individuals? Seeing none,  
16 we'll take a five-minute break and reconvene  
17 at 8 o'clock.

18 (Brief recess taken.)

19 THE MODERATOR: We're going to go  
20 back on the record now. As I said before,  
21 we're going to start by alternating people  
22 who oppose the project versus people who  
23 support the project. I'm going to ask you to  
24 keep your comments to three minutes, and I



1 will give you a gentle reminder then. We  
2 graciously allowed the elected officials and  
3 government officials a little bit more time,  
4 but I will try to keep us to our timetable  
5 now because we have several people who want  
6 to speak.

7 Again, I remind you that if you  
8 want to be heard by the media, use the  
9 microphone on my left, your right. If you  
10 don't care whether the media hears you or  
11 not, use the microphone in the center. I  
12 will call two people, two supporters and two  
13 opponents, so you'll know who follows whom.  
14 We will first hear from David Graham of the  
15 Aero Club of New England, followed by David  
16 Osborn of Winthrop, and then Christopher  
17 Good, Massachusetts Business Round Table,  
18 followed by Christopher Blackler from East  
19 Boston. Mr. Graham.

20 MR. GRAHAM: Thank you, Mr.  
21 Chairman. For the record, my name is David  
22 W. Graham, G-R-A-H-A-M. My comments are  
23 being submitted to John Silva in letter form.  
24 Dear Mr. Silva: My name is David W. Graham.

T1.9

1 I am the secretary of the Aero Club of New  
2 England and have been so for 30-plus years.  
3 It is our opinion that Boston Logan Airport  
4 desperately needs runway 14/32.

5 Here's why. Under normal  
6 circumstances, Boston has operated at least a  
7 two-runway configuration and often three  
8 which allows a fixed number of hourly  
9 operations to occur. This number is  
10 dramatically reduced with strong  
11 northwesterly winds either following a storm  
12 or a cold frontal passage.

13 When these weather phenomenon  
14 occur, the airport can be brought to its  
15 knees as there is currently but one runway  
16 facing into the northwest, and as we all  
17 know, aircraft must land into the wind when  
18 it exceeds a fairly low limit. The addition  
19 of runway 14/32 would accomplish two items.  
20 First, it would allow the airport to maintain  
21 a two-runway configuration for arrivals much  
22 as it normally does during light wind  
23 conditions or where the winds are in northern  
24 directions.

1                   The second item runway 14/32 would  
2           do is provide relief by permitting additional  
3           departures over Boston outer harbor and  
4           Massachusetts Bay, thereby providing a  
5           dramatic reduction in lower altitudes over  
6           flights above neighboring communities. The  
7           simple fact remains that runway 14/32 would  
8           produce not one flight over the residential  
9           dwellings or industrial structures.

10                   Furthermore, the assumption that  
11           runway 14/32 would only add more flights is  
12           categorically incorrect. Indeed, the  
13           addition of a one-direction runway 14/32  
14           would only assure that the current level of  
15           two-runway configurations is maintained under  
16           all wind conditions.

17                   A few years ago, the Massachusetts  
18           Aeronautics Commission held a hearing at  
19           Florian Hall in Dorchester. The resident  
20           attendees that evening were demanding to know  
21           why there was hesitancy in the implementation  
22           of runway 14/32 at Boston Logan Airport. At  
23           that time, there was no easy answer. Now,  
24           there is a resolution readily at hand for

1           that all-important question.

2                       While it is true that there has  
3           been a slight reduction in flight operations  
4           at Boston Logan Airport since 1993, this has  
5           come about due to the fact that Manchester  
6           and Providence Airports have become on-line  
7           since then and have accomplished exactly what  
8           they were intended to do. However,  
9           transportation planners must take into  
10          consideration the worst case scenario  
11          available to it.

12                   THE MODERATOR: Try to wrap it up,  
13          please, Mr. Graham.

14                   MR. GRAHAM: Planning for the  
15          numbers to increase at Boston Logan Airport,  
16          which they will do, only addresses the need  
17          for runway 14/32. Boston continuously  
18          strives to increase its effectiveness to the  
19          traveling public, it's attractiveness to the  
20          traveling public, and you can see examples of  
21          that each and every day.

22                   While the implementation of runway  
23          14/32 at Boston Logan Airport is not the end-  
24          all towards that goal, the runway will

1 clearly benefit Boston's economy and will  
2 play a strong role in the region's overall  
3 transportation infrastructure. In short,  
4 Boston needs its airport, and the airport  
5 desperately needs its final runway, runway  
6 14/32. Thank you very much.

7 THE MODERATOR: Thank you, Mr.  
8 Graham. Now Mr. David Osborn from Winthrop.

9 MR. OSBORN: My name is David  
10 Osborn. I'm from Winthrop, Massachusetts.  
11 I'm an expert insofar as the last two decades  
12 I've lived on the water at 22 left and have  
13 watched it. As a taxpayer, I recall that a  
14 valuable piece of land like Massport has in  
15 Hanscom is running at a loss of more than 2  
16 million dollars a year.

17 I'm concerned that Massport has  
18 never provided a model that could calculate  
19 or measure the anger and the fury of all of  
20 its abutters. I am also appalled that they  
21 take credit for relocating the sandpiper for,  
22 in fact, the sandpiper is our last bird.  
23 It's the last one we have. Anyone driving  
24 around East Boston, Winthrop, Chelsea, Revere

T1.10

1 has to acknowledge that. There aren't too  
2 many birds left.

3 One flight per minute, one flight  
4 or takeoff per minute per hour for 16 hours a  
5 day every day of the year for life, that is  
6 what we have at 500,000 flights and takeoffs  
7 a year. That is what we have. It's growing.  
8 With another runway, it's going to increase  
9 exponentially probably 4, 5, 6 percent a  
10 year. It's going to be ridiculous.

11 I took information -- I could not  
12 have hoped for a better opening act than Mr.  
13 Graham on the northwest winds at Logan. I  
14 went to the Boston Public Library on the  
15 northwest wind issue, and let me run this  
16 through you. One hundred and forty-five days  
17 there were winds over 17 miles per hour in  
18 1998 for the whole year. Fifty-six of those  
19 days were from the northwest. That's 15  
20 percent of all annual flight time.

21 Of those 56 days, 24 days fell on  
22 Fridays, Saturdays, and Sundays. Those are  
23 the peak flying periods. Everybody knows  
24 that. Twenty-four days in the year. Now, of

1 those 24 days, there were 10 days that had  
2 constant wind problems between 17 and 29  
3 miles per hour. That's less than one per  
4 month from the northwest that Massport is  
5 claiming is really making a deep impact and  
6 why their delays are so high.

7 Now, that represents -- the 24 peak  
8 days, the 10 peak days, represent 3 1/2  
9 percent of all flights and landings taking  
10 off. They're still taking off so half that  
11 is 1.75 percent. That's all they can improve  
12 upon with a new runway, 1 to 2 percent.

13 THE MODERATOR: Try to wrap it up,  
14 please.

15 MR. OSBORN: I went to the state  
16 transportation meeting and I was not allowed  
17 to speak. I am the most effected of all. I  
18 only need an extra minute. I really beg your  
19 indulgence. It's not much more than a  
20 minute. The distribution of wind theory, if  
21 I give Governor Cellucci half of my problems  
22 in Hudson so that I have half less, that's  
23 not a solution. You're giving more to some,  
24 taking away from others. That's just the

T1.10.1



1 same thing. More people are hurt. That's  
2 not distribution.

3 Where are the 2 1/2 million pounds  
4 of pollutants, emissions, toxins going that  
5 these aircraft put out into the air every  
6 single year? To what extent has Massport  
7 played a part in the pollution of Boston  
8 Harbor? No one knows. To what extent have  
9 they played a part in the chemical de-icing  
10 facilities that have been ongoing for  
11 decades; where does that go? Is that FAA-  
12 controlled? No one knows.

13 If no one knows, why are we going  
14 forward with this EIR or whatever it is? No  
15 one knows. They have not provided any  
16 information. People are detached from this  
17 problem. They do not understand one flight  
18 per minute every year or whatever, and I'm  
19 going to give one more thing. I'm going to  
20 ask --

21 THE MODERATOR: You've already used  
22 your minute so I'm going to ask you to sit  
23 down.

24 MR. OSBORN: I just need one

1 minute.

2 THE MODERATOR: I'm going to ask  
3 you to sit down now. We really have to move  
4 along.

5 MR. OSBORN: One hundred and eighty  
6 flights in the air at one time is like this,  
7 one, two, three, four, five, six, seven,  
8 eight, nine, ten, 11, 12, 13, 14, 15. Those  
9 are planes with passengers.

10 THE MODERATOR: Thank you very  
11 much.

12 MR. OSBORN: Count to 180.

13 THE MODERATOR: Thank you very  
14 much, Mr. Osborn. I'm going to ask you to  
15 sit down.

16 MR. OSBORN: And add on another one  
17 every minute or every 30 seconds. That's  
18 safety FAA, that is safety. Thank you.

19 THE MODERATOR: The next speaker  
20 will be Christopher Good of the Massachusetts  
21 Round Table, followed by Christopher Blackler  
22 of East Boston, and then Christopher Anderson  
23 from the Massachusetts High Technology  
24 Council.

1 MR. GOOD: Thank you. My name is  
2 Christopher Good, director of public policy  
3 for the Massachusetts Business Round Table, a  
4 state-wide organization with 75 Massachusetts  
5 leading chief executives. The round table's  
6 board of directors has voted unanimously to  
7 strongly support the opening of runway 14/32  
8 and creation of the new taxiway at Logan  
9 Airport.

10 Over the last decade, the governor  
11 and the legislature accomplished a great deal  
12 to improve the ability of Massachusetts  
13 businesses to grow, to gain jobs, and compete  
14 with companies based in other states and  
15 around the world. However, there remain many  
16 factors that can impede job creation and  
17 continued growth of our economy such as the  
18 excessive and costly number of delays at  
19 Logan Airport.

20 The ability of Massachusetts  
21 businesses to expand and create jobs in good  
22 times and in bad depends on their ability to  
23 move employees, customers, and goods into and  
24 out of Massachusetts in a timely and

1       predictable manner. The efficient use of  
2       Logan's existing capacity with this runway  
3       and taxiway in coordination with a greater  
4       use of Worcester, Manchester, and T.F. Green  
5       Airports will allow our businesses to  
6       continue to create jobs here in Massachusetts  
7       and to compete nationally and around the  
8       world.

9               For reasons of job creation,  
10       competitiveness, quality of life, and  
11       economic growth, the Massachusetts Business  
12       Round Table strongly supports the opening of  
13       runway 14/32 and the creation of the new  
14       taxiway. Thank you.

15              THE MODERATOR: Thank you. Now  
16       Christopher Blackler from East Boston. The  
17       next opponent will be Arthur Harnet from  
18       South Boston.

19              MR. BLACKLER: My name is  
20       Christopher Blackler, B-L-A-C-K-L-E-R. I am  
21       not only part of the Neighborhood Association  
22       but I'm also part of a layman's council, and  
23       what I want to say is I live in an alleyway  
24       which is 2 Webster Ave., and I've been

T1.11.1

T1.12

1 hearing a lot of noise over my head every  
2 night, and the more noise that occurs, I can  
3 never sleep.

4 And also, I have asthma sometimes,  
5 but if it kicks up, it would also be because  
6 of toxins in the air. And I go to work every  
7 day usually breathing in more than polluted  
8 air. See, if I keep breathing in, I could  
9 become sick and I will not be able to work,  
10 and I wish Massport, you know, would  
11 reconsider building runway 14/32 because I  
12 do, in fact, oppose the runway.

13 The other thing is if you go back  
14 and look over the data again, they should  
15 have added something that should say about  
16 the air quality because if they don't do  
17 that, I will never get enough information to  
18 look at. That's all I've got to say.

19 THE MODERATOR: Next we'll hear  
20 from Christopher Anderson from the  
21 Massachusetts High Technology Council. The  
22 next supporter will be Albert Sherman from  
23 Arthur D. Little. Mr. Anderson.

24 MR. ANDERSON: Good evening. Thank

T1.12.1

T1.13

1       you for the opportunity. My name is  
2       Christopher Anderson, vice president and  
3       general counsel to the Massachusetts High  
4       Technology Council. Recognizing that Logan  
5       International Airport is vital to the entire  
6       New England region's economic interests, the  
7       high tech. council vigorously supports the  
8       well-thought out Massport Authority's  
9       proposal to reduce delays at Logan Airport.

T1.13.1

10               We do this in the context of the  
11       regional transportation solution system, that  
12       it does incorporate the obvious increases in  
13       passenger use at Manchester and Green and, in  
14       fact, I personally have bailed out of Logan  
15       Airport now on trips to Chicago in favor of  
16       Manchester.

17               There are many legitimate and  
18       substantive anecdotal reasons probably that  
19       you've heard more of on the opponents' side  
20       particularly from those affected communities  
21       that are, in fact, important. However, we  
22       urge you to look at the report, the well-  
23       thought-out report, and its substantive  
24       contents.

1                   Preventable delays at Logan impact  
2                   negatively on where high tech. companies  
3                   expand or locate, and the mobility of our  
4                   high tech. economy can result in a quick  
5                   relocation out of the region quicker than it  
6                   took the New England Patriots to decide to  
7                   move to Hartford.

8                   Critical for Massachusetts global  
9                   high tech. economy are the improvements  
10                  proposed at Logan. In addition to shifting  
11                  the noise burden from some of the hardest-hit  
12                  communities, the new runway would reduce  
13                  delays while not changing Massport's limit of  
14                  120 aircraft operations per hour set by the  
15                  FAA.

16                  The additional lost productivity  
17                  caused by delays on beautiful blue sky  
18                  conditions when the wind is out of the  
19                  northwest, even if it only affects a percent  
20                  or so, has a dramatic impact on the ability  
21                  of our high technology companies to reach  
22                  their customers and their vendors and vice-  
23                  versa.

24                  We support the improvements. We



1 hope they are approved forthwith. The High  
2 Technology Council consists of more than 180  
3 chief executive officers of Massachusetts  
4 high technology companies and highly-valued  
5 service employers. Thank you.

6 THE MODERATOR: Thank you, Mr.  
7 Anderson. Now Mr. Arthur Hartnet from South  
8 Boston. The next opponent will be Ron Whalen  
9 from Winthrop.

10 MR. HARTNET: Thank you. I would  
11 like to address the number of hours of delays  
12 that have been presented to you tonight as  
13 121,000 hours of delay from Massport's  
14 modeling. It is not supported by the FAA's  
15 own figures. You have to wonder about the  
16 121,000 hours.

17 The regional airport scheme, of  
18 course, is a great thing, but I don't think  
19 that the number of operations in all of the  
20 regional airports will ever equal what we  
21 have today at Logan Airport that are  
22 affecting the health and welfare of all of  
23 the citizens that surround the airport. It's  
24 a very congested city we live in. The

T1.14

T1.14.1

1 regional concept, of course, would help the  
2 high tech. industry by not having all of our  
3 eggs in one basket, so to speak. Think about  
4 that, high techies.

5 Within the ten-year period, the  
6 number of hours of delay, the number of hours  
7 of delay, not the percentage, I want to talk  
8 about number of hours, will overwhelm this  
9 airport and will be exceeding what Massport  
10 is predicting we have today of 121,000 hours.

11 Also, if this runway is built,  
12 runway 27 will see a dramatic increase in the  
13 number of operations. Runway 27, a federal  
14 EIS was conducted on this runway and  
15 concluded in 1996 and the flight of the  
16 departures, and just departures off runway  
17 27, still to this day are not what the people  
18 that conducted this EIS desired, and they're  
19 still working on this and it's not working.  
20 Runway 27, which will see a four-fold  
21 increase in just departures when runway 14/32  
22 is built is not working for jet departures,  
23 is impacting more people today than it ever  
24 impacted before.

T1.14.

T1.14.

1                   We also had presented to us the  
2                   fact that this runway will help Massport or  
3                   the FAA, whichever one of those is the guilty  
4                   party, achieve the PRAS goals. Well, PRAS  
5                   goals have been put on the table for a good  
6                   number of years and have been ignored. I  
7                   don't know why all of a sudden we're looking  
8                   at them. It would be nice if they were  
9                   achievable but I think that with the number  
10                  of operations that are coming into this  
11                  airport and the excessive number of ,  
12                  operations that are coming into this airport,  
13                  PRAS goals as they were designed in the early  
14                  '70s will never be achieved, ever.

15                 Another item that I would like you  
16                 to consider is your center field taxiway.  
17                 We're building a center field taxiway and at  
18                 the same time we're saying, well, if we built  
19                 14/32 we'll be able to relieve the air  
20                 traffic off the north-south people, that's  
21                 baloney, because the center field taxiway is  
22                 going to be a conduser to have more  
23                 operations on the north-south runways because  
24                 you're going to be able to get the aircraft

T1.14.4

T1.14.5

1 off and on to these runways in a much quicker  
2 fashion.

3 I would just like you to mull over  
4 those points. And again, like I say to the  
5 high tech. and the high business people out  
6 there, more airports would be more  
7 beneficial, more regional airports with a  
8 greater number of operations so that there  
9 was a more equitable and environmentally-  
10 justifiable operation. Thank you.

11 THE MODERATOR: Thank you., Now  
12 we'll hear from Albert Sherman.

13 MR. SHERMAN: My name is Albert  
14 Sherman. I'm senior vice president of Arthur  
15 D. Little. Arthur D. Little is a firm that  
16 was founded 115 years ago, and we are located  
17 right here in the Boston area and are  
18 something of an institution in this town. We  
19 were here before Logan Airport existed. In  
20 fact, we were here before air travel existed.

21 We were at that time very fortunate  
22 to serve a local business clientele because  
23 in those days that was the way you did  
24 business, but as the city of Boston has

T11.14

T11.15

1 prospered and become a world-class city, we,  
2 in turn, have prospered and become a world-  
3 class consulting firm. We find that we are  
4 inextricably tied and dependent upon access  
5 to efficient, safe, reliable, and timely air  
6 service.

7 I'm here today just to make a few  
8 comments about what it's like to be involved  
9 in that kind of a business. I'm not here to  
10 debate or argue the very well thought out  
11 thoughts of those who spoke in favor of this  
12 and those who apparently are in opposition.  
13 It's just to share with you what it's like to  
14 be in a business that's so dependent upon air  
15 travel.

16 As I mentioned, we serve a national  
17 and international clientele and we spend a  
18 lot of time in the air. The way the Logan  
19 situation affects us is how it is that we  
20 plan our business, and the compromising that  
21 we increasingly have to make because of the  
22 delays, not only the actual delays but the  
23 contingency you have to build into your  
24 planning because of the possibility of

1           delays.

2                       There's no way to measure the cost  
3           of disciplining a client by not making a  
4           meeting or of having to cancel a meeting or  
5           for the substantial inconvenience caused when  
6           they come to visit us and are unable to  
7           arrive at our facility. We do everything  
8           that we can to deal with that.

9                       I am a user and have used the  
10          Providence airport, I take the train to New  
11          York when I can. I'll be using Bangor  
12          tomorrow, and for the first time I'll be  
13          using Manchester next month. I support those  
14          people who have argued for regional  
15          solutions. I think all of these things are  
16          necessary in order to make for a more  
17          prosperous local economy.

18                      Just on a personal anecdotal note,  
19          I don't know how much of those 121,000 hours  
20          personally according to your model, but it  
21          must be a lot of them. I wasn't here in 1993  
22          so I don't have data and I'm not comparing it  
23          to that, but I do know that it affects me  
24          personally in terms of how I plan my day and

T1.15.

1           my business.

2                       So I'll just share with you that  
3           right now as part of my business planning  
4           with my colleagues, I am seriously  
5           considering locating out of the Boston area.  
6           You shouldn't be concerned, that's not the  
7           basis upon which you will make this decision,  
8           but I think it's an anecdote more broadly  
9           shared than I can imagine. It certainly  
10          affects growth at the margin, not so much  
11          where you locate facilities and people that  
12          are already there, but those at the margin  
13          that are yet to come.

14                      It's becoming difficult to serve  
15          that national marketplace and I may need to  
16          relocate. I hope that Boston will continue  
17          to prosper and thrive. I don't know that  
18          Logan is the only answer. There are many  
19          other regional answers, but I encourage you  
20          to seriously consider the proposal in front  
21          of you for expansion, the addition of the  
22          runway, and to accommodate as reasonably as  
23          you can within that plan the very considered  
24          and thoughtful views of some of the opponents



1           who would like to see their considerations  
2           met as well. Thank you very much.

3                   THE MODERATOR: Thank you, Mr.  
4           Sherman. Now we'll hear from Ror Whalen from  
5           Winthrop, and then the next opponent up will  
6           be Elaine McGrath from Chelsea.

7                   MR. WHALEN: First of all, I want  
8           to say that I appreciate the previous  
9           speaker's comments, the one that communicated  
10          that he is planning on using Manchester  
11          Airport. We appreciate that, and the fact  
12          that he indicated that we should consider our  
13          solutions as well; namely, regional  
14          transportation.

15                   My name is Ron Whalen. I'd like to  
16          say that I'm from the Massport colony of  
17          Winthrop. I should say from the historic  
18          Massport colony of Winthrop. That was among  
19          the first communities to drive colonialism  
20          out of America, and that's what we're trying  
21          to do a little bit of that again here with  
22          Massport.

23                   I think if you study colonialism  
24          and you study Massport and our relationship

T11.16

1 with them in Winthrop, it feels a lot like  
2 the old days. I am a resident and homeowner  
3 in Winthrop, and I'm here at this Massport  
4 hearing, which to me is an oxymoron, to  
5 testify that the people of Winthrop, those  
6 who live in the communities adjacent to Logan  
7 Airport, have reached, indeed exceeded, the  
8 limits of toleration as far as Massport  
9 expansion is concerned.

10 Massport may not admit to the fact  
11 that Logan is at capacity, but I'm here to  
12 tell you this evening that as far as we, the  
13 residents, are concerned, we feel that  
14 Massport has far exceeded its capacity. The  
15 rallies that you have heard about, the  
16 resolutions, the writings, the recitations  
17 that you have seen, I think are but a  
18 harbinger of what you are going to see if  
19 Massport doesn't really put a stake in this  
20 proposal and start thinking about other  
21 solutions.

22 I am in Winthrop. I live in that  
23 65 decibel area where we receive what you  
24 call mitigation windows, and I want to

T11.16.1

1            mention that tonight because I want to make  
2            it very clear to the people in the  
3            Environmental Protection Agency that we  
4            consider those mitigation windows as nothing  
5            more than preemptive damages for taking away  
6            our outside, for making us prisoners in our  
7            own homes.

8                        If those windows were tea bags,  
9            we'd be throwing them in the harbor. We  
10           really don't need and won't accept and we  
11           won't tolerate any further mitigation.  
12           Tonight I was very struck by the fact that  
13           this is an environmental impact hearing.  
14           We're here to comment on environmental  
15           issues. I have been at a number of meetings,  
16           I've been at the state house, and I've  
17           listened to the proponents of that runway,  
18           and it's embarrassingly silent, and I'd like  
19           you to sort of contemplate the silence from  
20           the business community when it comes to  
21           quality of life issues.

22                        You'll notice when Massport got up,  
23           they start out immediately talking about the  
24           business context. When the business

1 community gets up, all they're talking about  
2 is the business interest. There's not even  
3 an attempt that I have seen for them to talk  
4 about quality of life issues within the  
5 neighborhoods of Boston, and that's what this  
6 hearing is all about.

7 THE MODERATOR: Try to wrap it up,  
8 please.

9 MR. WHALEN: I would like to ask  
10 you to put a stake in this proposal so that  
11 we can cause Massport, we can cause the  
12 government, cause the state to exert their  
13 energies in finding real solutions. We have  
14 ideas. We want to work with Paul Guzzi, we  
15 want to work with the round table, we want to  
16 work with the business communities in  
17 achieving real answers to Massachusetts air  
18 transportation policies, so let's not delay  
19 this. Let's kill this thing, the people want  
20 it dead, and let's move on to real solutions.  
21 Thank you.

22 THE MODERATOR: Next we'll hear  
23 from Kevin Cohen from the South Shore Chamber  
24 of Commerce, and the next supporter after Mr.

1 Cohen will be Jay Cortell from Boston.

2 MR. COHEN: Thank you very much.

3 My name is Kevin Cohen. I'm the affairs  
4 manager of the South Shore Chamber of  
5 Commerce which has 2500 members on the South  
6 Shore and it's based out of Quincy. First of  
7 all, I'd like to address a couple of  
8 misconceptions that have been repeatedly  
9 printed in the media and also relayed by a  
10 lot of people, supporters and opponents,  
11 actually.

12 First of all, that this is an  
13 expansion plan. It is not. Massport right  
14 now is limited to 120 flight operations per  
15 hour. If you build 14/32 or you do not build  
16 14/32, it's still limited to 120 flight  
17 operations per hour.

18 The second misconception is that  
19 somehow 14/32 and the taxiway is a regional  
20 plan. It isn't. Massport has never  
21 presented it as a regional plan. They didn't  
22 present it to the South Shore Chamber of  
23 Commerce as a regional plan. This proposal  
24 addresses a wind problem and inefficiency

1 problems on the air side of Logan Airport,  
2 and that's why this proposal is here and  
3 before you. It shouldn't get caught up with  
4 some great answer to all the regional  
5 transportation problems that we have in this  
6 region and we do have a lot.

7 The appropriate authorities, some  
8 of you people here tonight but also the  
9 commonwealth of Massachusetts and the federal  
10 government, should be, and in many cases are,  
11 addressing those regional problems, whether  
12 they're addressing it through high-speed  
13 rail, commuter rail, also through the  
14 tremendous growth we've seen at Manchester,  
15 New Hampshire and Green in Rhode Island.

16 Also, the commonwealth of  
17 Massachusetts is proposing expanding Route 3  
18 North that goes from 128 to the New Hampshire  
19 border, and they're proposing a unirail  
20 service from Massachusetts to Green Airport  
21 in Rhode Island. Also, the state did take  
22 many years and spent a lot of money to make a  
23 proposal for a second major airport. It was  
24 considered and it failed.

T1.17.1

1           The real fact of the matter is, if  
2           you can't build a 5,000-foot small aircraft  
3           runway, there is no way in the world we're  
4           going to be able to build another  
5           international airport. It just can't happen.  
6           So we look at issues like 14/32, we look at  
7           an efficient way in which Logan Airport can  
8           be run, and that's why we support 14/32.

9           The last issues I want to address  
10          are the environmental concerns. Basically  
11          with this proposal, less delays equals less  
12          environmental damage. A plane that lands or  
13          takes off on time does not add avoidable  
14          pollution because they do not sit on the  
15          runway while waiting to take off, or they do  
16          not circle the city waiting to land.

17          Also, the noise pollution that's  
18          happened to a lot of these communities is  
19          going to be more equally distributed, and  
20          many of those flights will be pushed over the  
21          water. This proposal before you is a pro-  
22          environment proposal. If 14/32 and the  
23          taxiway is built, the environment in and  
24          around Logan Airport will be better for us.

T1.1

T1.17



1 I think we should use the five to  
2 ten-year window of opportunity we have before  
3 the flights become overburdensome again to go  
4 even further to address these regional  
5 issues, but that is a responsibility of the  
6 commonwealth of Massachusetts and the federal  
7 government along with Massport or to direct  
8 Massport to address those opportunities.

9 I'm concerned that we're going to  
10 miss an opportunity here to make Logan run  
11 better, but also to address the larger  
12 regional problems. The opponents are being  
13 very narrow in their focus of just beating  
14 14/32, and they think somehow that addresses  
15 those regional problems. It doesn't. We  
16 have to do it in addition to building 14/32  
17 and the efficiency of the runway. Thank you  
18 very much.

19 THE MODERATOR: Next up will be  
20 Elaine McGrath, and the next supporter will  
21 be Raol Murrow. Mrs. McGrath.

22 MS. McGRATH: Thank you. For those  
23 of you who haven't seen it, this is the  
24 Massport proposal. I've read it. My name is

T1.18

1 Elaine McGrath, M-C-G-R-A-T-H. I live in  
2 Chelsea. Betty Desrosiers suggested that  
3 runway 14/32 and all the other parts of this  
4 proposal are the missing piece of the puzzle.  
5 What she didn't say is there's lots missing  
6 from this proposal.

7 This draft EIS is inconsistent with  
8 both the letter and the spirit of the  
9 Environmental Policy Act. In fact, it has  
10 failed to comply with MEPA. MEPA requires  
11 agencies to consider environmental ,  
12 consequences, to take a hard look at them,  
13 and to take a hard look at alternatives, and  
14 to make that information available to the  
15 public.

16 I live in Chelsea next to the  
17 airport overlay district. We are not within  
18 the noise contour map, but we live under a  
19 blitzkrieg. Here is a statistic for you.  
20 Massport says the problem is delays, the  
21 sixth-most delay-prone airport in the  
22 country. In 1993, the FAA said Logan was the  
23 sixth noisiest airport in the country. Where  
24 is that in this report?

T1.1

T1.18

1 Three critical flaws, I believe  
2 there are at least three critical flaws in  
3 this proposal. First, the information on  
4 environmental impact fails to assess those  
5 impacts adequately or accurately because the  
6 modeling is flawed and Massport knows this.

T11.18.3

7 The monitoring of those impacts is  
8 also inadequate and Massport knows this but  
9 you do not because it's not reflected in  
10 here. The communities will know this. What  
11 this means is that this report does not do  
12 what MEPA requires Massport to do. It does  
13 not capture the reality of current  
14 environmental impacts.

15 This is about Massport's manifest  
16 destiny, but for people who live in the  
17 communities, it cannot be about that. It  
18 can't be about that for you. There are two  
19 other critical flaws that flow from the fact  
20 that their modeling and their monitoring are  
21 seriously flawed.

22 The second critical flaw, the  
23 alternatives are straw men, but communities,  
24 I understand that they have to do under MEPA

T11.18.4

1 a no-action alternative. That is not an  
2 alternative for the communities. At 115  
3 flights an hour right now, short of the 120  
4 capacity, the communities are speaking with  
5 one voice and they're telling you it's  
6 unbearable. At 115, it's unbearable, and  
7 we've told Massport that and Massport has not  
8 told you that.

9 They are supposed to thoroughly  
10 evaluate all reasonable alternatives, but  
11 again, the assessment of the impact of those  
12 alternatives is flawed because their data is  
13 flawed, their models are flawed, and their  
14 monitoring is flawed.

15 Finally, and the last critical flaw  
16 I want to point out, the environmental  
17 justice analysis. Again, it's unreliable  
18 because it flows from faulty data. First,  
19 the impact analysis.

20 THE MODERATOR: Try to wrap it up,  
21 please.

22 MS. McGRATH: You have an  
23 obligation to assess real impacts of current  
24 operations and alternatives. In 1993, there

T11.18

1           were 493,000 operations. In 1998, there were  
2           507,000, and yet Massport says the noise  
3           impact decreased because of the stage 3  
4           aircraft.

5                       What they don't tell you here but  
6           they tell you in the GEIS is that on landing  
7           and takeoff, stage 3 aircraft are noisy and  
8           that cannot be remedied, and these  
9           communities have to live with landing and  
10          takeoff.

11                      Why have they failed to represent  
12          the impact? They know about the community  
13          protest. They know that the noise contour  
14          does not capture the noise. They have  
15          admitted before the Chelsea City Council that  
16          although we're not within the 65 DBL noise  
17          contour that, in fact, we experience those  
18          impacts.

19                      Their monitoring in Chelsea, the  
20          one noise monitor was out of commission for  
21          two years. You won't see that in here. What  
22          does that do to the accuracy of the  
23          environmental impact data? Their modeling is  
24          therefore unreliable. It's state of the art

T1.18.6

T1.18.7

1 but it does not capture reality and they know  
2 it. The monitoring is problematic.

3 There are other statistics in here.  
4 You'll see them. I'll just point out one  
5 page, Page 5-29, involving one about how they  
6 assessed a certain impact and they had to  
7 revisit it because more people were affected  
8 at higher levels. There's basic flaws in  
9 their data. What you've really got is a  
10 degradation of the human environment in these  
11 areas.

12 They're noisy, they're dirty,  
13 they're a danger, and they're ugly because of  
14 Massport operations. We need an informed  
15 environmental consideration under MEPA. How  
16 are we going to get it? This is the fox  
17 saying the chickens appear to be okay. We  
18 need EPA site visits. We need a state board  
19 of health involvement to assess air and noise  
20 monitoring. We can't do it. The communities  
21 cannot do it. We need your help. We need an  
22 independent competent assessment of these  
23 impacts. We need a supplemented EIS. The  
24 second critical flaw --

1 THE MODERATOR: I think I'll have  
2 to ask you to sit down.

3 MS. McGRATH: Could I please just  
4 have two minutes?

5 THE MODERATOR: I think you've made  
6 your points quite adequately, and I would ask  
7 you to sit down so we can move on. Now we'll  
8 hear from Raol Murrow from the Aircraft  
9 Owners and Pilots Association, followed by  
10 Mary Quinn of Chelsea, and then followed by  
11 Thomas Kershaw.

12 MR. MURROW: My name is Raol  
13 Murrow. I'm the northeastern regional  
14 representative for the Aircraft Owners and  
15 Pilots Association. We broadly represent  
16 general aviation, and general aviation is all  
17 aviation except military flying and the  
18 scheduled airlines.

19 Our official position has been  
20 presented in a letter to you and I'm not  
21 going to read it to you or repeat its  
22 content. It pretty much reflects what the  
23 study revealed and what we studied over the  
24 last several years in the air side review

T1.19



1 committee.

2 What I would like to do instead is  
3 to summarize some of my own personal  
4 experience and observations with respect to  
5 this process and the study. The fact is --

6 THE MODERATOR: Excuse me a second,  
7 Mr. Murrow. People in the back are carrying  
8 on a conversation. It's very difficult to  
9 hear up here. Please give Mr. Murrow your  
10 attention or leave the room. Thank you.

11 MR. MURROW: We have monitored or  
12 participated in many of the studies mentioned  
13 here starting with the second major airport  
14 study, the strategic assessment review, the  
15 New England transportation initiative, the  
16 capacity task force which looked very  
17 carefully and analyzed the various kinds of  
18 configurations at Logan and came up with the  
19 idea of the unidirectional runway would solve  
20 the problems without causing the  
21 environmental problems that the community was  
22 concerned about regarding runway 14/32 in the  
23 past.

24 There is really no surprise. Why

T1.19.1

1 does general aviation care about this issue?

2 We are a minority user of Logan Airport.

3 Fewer than one out of 20 aircraft

4 historically use it. We often go in on

5 little runway 15/33 right which doesn't

6 impact the runway at all, so it seems strange

7 that we would comment, but it's because we

8 understand a couple of major facts.

9           One of them is that this is a  
10 regional issue and really a national issue in  
11 terms of its impacts on your transportation  
12 system. Airports do not exist by themselves.  
13 They are part of a system, and this airport  
14 impacts airports all across the country when  
15 there are problems. When delays occur,  
16 aircraft sit on the ground elsewhere. Flight  
17 crews are delayed, passengers are delayed.

18           We, as general aviation users, are  
19 also airline users, airline passengers,  
20 residents of the community, and we are  
21 likewise impacted whenever we are delayed.  
22 This causes waste of fuel, equipment, and  
23 human resources, and I say, it compromises  
24 the ability of the aircraft to control system

1           which affects airports everywhere.

2                       We also are sitting in an airport  
3           somewhere when we are delayed by problems at  
4           Logan Airport and cannot join our families  
5           for dinner as well. Some critics say, don't  
6           fix it. Computers will eliminate the need  
7           for air transportation. And I say, and I  
8           think the statistics show, that computers are  
9           going to eliminate need for air and other  
10          travel the same way they eliminate the need  
11          for paper.

12                      We are basing a continuing and  
13          increasing need and a special need in an area  
14          so dependent upon such a high technology  
15          industry and consulting services as Boston, a  
16          real leader in terms of the intellectual  
17          capital, we really need to think about making  
18          our transportation efficient. The world  
19          depends upon it.

20                      And my final comment, the purpose  
21          of this plan is to reduce delays, to get  
22          folks home earlier, to reduce late-night  
23          flights which negatively impact the  
24          community, and to put many more of those

1 flights over water. I'm sad that the MEPA  
2 has somehow or other degenerated into  
3 accusations and, I think, an awful lot of  
4 inadequate information going around.

5 I hope eventually the truth of the  
6 conclusions that we all really studied for a  
7 long time to get eventually do become  
8 accepted and embraced by the communities that  
9 we wish to serve. Thank you very much for  
10 the opportunity to give my comments.

11 THE MODERATOR: Thank you very  
12 much. Ms. Quinn, and the next opponent will  
13 be William Falcetano from Somerville.

14 MS. QUINN: I'm Mary Quinn. I live  
15 on the Chelsea waterfront, and I too sit in  
16 airports but that's only because it's quieter  
17 than in my home. The runways, actually if  
18 you sit in the terminal in the airport, are  
19 further away than they are from some of the  
20 homes.

21 What I want to talk about is the  
22 data that's in this report. As I understand  
23 it, the data that is given to you should  
24 represent the reality of the environmental

T1.20

1 impact. I've lived on the waterfront for  
2 nine years, and the reality as I've lived it  
3 is that jets are registering as high as 109  
4 decibels, and many, many, many, many flights  
5 are in the 65 to 95 range.

6 The statistics that Massport tells  
7 us, they told us that we aren't in the noise  
8 contour map because even though we get all  
9 this noise, all these flights, they average  
10 it out over 24 hours a day, seven days a  
11 week, and we just don't quite come up to  
12 snuff. But fortunately with the new runway,  
13 we'll have 23,000 additional planes, so we  
14 will come up to snuff on that and get a few  
15 windows.

16 The reality is that jets are less  
17 than 100 feet over my three-story home, and  
18 also with the proposed mitigation that is to  
19 be given to Chelsea when we get the  
20 additional 23,000 flights, my home, which  
21 will get one flight every five minutes 12  
22 hours a day, seven days a week, 100 feet over  
23 my house, even with the new map, my home is  
24 not in it, so I think there might be

1 something wrong with the way they looked at  
2 these things. How do they get their  
3 statistics?

4 The reality is that jets can be as  
5 close as one to two minutes apart at a time,  
6 and that Chelsea does not get that nearly as  
7 bad as some other communities, and yet this  
8 is how we're getting hit. The problem I have  
9 with the statistics is that we are not in the  
10 report as having noise impact. We have noise  
11 impact, and I'd invite you down anytime to  
12 hear it.

13 It's not mentioned in the report  
14 and it's not alluded to. How could that be?  
15 Chelsea used to be in the noise contour map  
16 and we were taken out. Why? Why were we  
17 taken out? Could it be because we have a lot  
18 of low income residents, we have a lot of  
19 minority residents in Chelsea? I mean, if  
20 they were going to have to put an  
21 environmental justice chapter in this report,  
22 we could really skew their numbers there a  
23 little bit if Chelsea was in it. I don't  
24 know.

T1.20.1

1                   As has been mentioned, the noise  
2                   monitor that was on Admiral's Hill was broken  
3                   for two years. They only found out about it  
4                   when the residents requested information and  
5                   all these zeroes had been filed month-in,  
6                   month-out for years and nobody at Massport  
7                   looked at this, and this is how we are pretty  
8                   much not mentioned in this report. It's  
9                   questionable data.

10                  THE MODERATOR: I'm going to have  
11                  to ask you to wrap it up, please.

12                  MS. QUINN: Thank you. You may not  
13                  live in these impacted neighborhoods so how  
14                  could you know from reading this report what  
15                  the reality is? This is a flawed, skewed,  
16                  and inaccurate report, and if I were a cynic,  
17                  I could say it is manipulated data, so how  
18                  can you make an informed decision when this  
19                  is all that's in front of you? We need an  
20                  independent unbiased study, and I hope you  
21                  can help us with this. Thank you.

22                  THE MODERATOR: Next will be Thomas  
23                  Kershaw from the Greater Boston Convention  
24                  and Visitors Bureau. Following him will be

T1.20



1 William Falcetano.

2 MR. KERSHAW: Good evening. My  
3 name is Thomas Kershaw, K-E-R-S-H-A-W. I am  
4 a business owner. I own the Hampshire House  
5 on Beacon Hill, and I'm also chairman of the  
6 board of the Greater Boston Convention and  
7 Business Bureau. The proposed Logan Airport  
8 runway 14/32 is critical to the health of  
9 Boston's future convention and business  
10 travel, and restaurants depend on the visitor  
11 industry, and I urge the state and federal  
12 officials to move forward on the approval of  
13 this project.

14 If we do not act now on this, we  
15 will be making a multi-billion dollar mistake  
16 on Boston's future. Our competitive position  
17 as a leading visitor destination is directly  
18 tied to the ability of Logan Airport to  
19 handle the region's air service needs. The  
20 new 14/32 runway will be critical to reducing  
21 delays and making Logan airport more  
22 efficient.

23 The success of the new 700 million  
24 dollar convention center that will open in

T1.21

T1.21.1

1 the seaport district in late 2003 depends on  
2 the efficiency of Logan Airport. If the  
3 delay problem is not addressed, it will  
4 cripple our efforts to attract and retain  
5 conventions, meetings, and business travelers  
6 to Boston.

7 At the very time when the new  
8 convention center will open, delays at Logan  
9 International Airport will have grown to the  
10 point that will be unacceptable to meeting  
11 planners, the people who choose the cities  
12 where they're having their meetings. As the  
13 new center reaches peak efficiency attracting  
14 more than 300,000 visitors a year, Logan will  
15 become a national disgrace with delays up to  
16 55 minutes per flight.

17 I support the development of a  
18 comprehensive regional airport system and the  
19 growth that has developed in Providence, in  
20 Manchester, and Portland is to be lauded, as  
21 well as the new high-speed rail system from  
22 New York to Boston that debuts later this  
23 year.

24 Nevertheless, Logan remains the hub

T1.21

1 of the region's transportation system for  
2 business travelers and for the convention and  
3 meetings market, and the success or failure  
4 of the industry and the restaurants like the  
5 Hampshire House depend on an efficient Logan  
6 Airport. Thank you.

7 THE MODERATOR: Thank you very  
8 much. Mr. Falcetano from Somerville, and  
9 following Mr. Falcetano we'll have  
10 Representative Liz Malia.

11 MR. FALCETANO: My name is, Phil  
12 Falcetano, F-A-L-C-E-T-A-N-O. I live in  
13 Somerville and teach at Merrimack College.  
14 I've become involved in this dispute  
15 reluctantly as the result of the sudden and  
16 dramatic increase of air traffic noise I and  
17 others detected last year about this time.

18 Along with other concerned  
19 citizens, I took the initiative and started  
20 organizing meetings about this problem in  
21 December of 1998 before the organization CARE  
22 had been formed. I shun these kinds of  
23 political battles and prefer to live a quiet  
24 life of reading, reflection and study.

T1.22

1           Nevertheless, this problem has severely  
2           interfered with my ability to think, read,  
3           write, and pursue other necessary activities  
4           of a college professor.

5                       I have lived in cities most of my  
6           life and have gotten used to the ambient  
7           noise of cars, trucks, pedestrians, kids  
8           playing, et cetera. However, persistent and  
9           loud air traffic is an altogether different  
10          matter. Since the sudden spike in air  
11          traffic over Somerville last year, there has  
12          rarely been a single moment free from the  
13          sound of a jet or a plane passing overhead.

14                     I hear loud low-flying air traffic  
15          even in the wee hours of the morning, at 2,  
16          3, 4, and 5 a.m. Those rare moments of quiet  
17          last only for very short periods of time. As  
18          the traffic picks up again, it continues with  
19          the dismayed mechanical persistency.

20                     Noise produced by neighbors  
21          talking, passing by, or playing is usually  
22          short-lived due to the limitations of the  
23          human voice, fatigue, distraction. But  
24          mechanical noise is a different matter. It

1 has a relentless and super-human resilience  
2 that does not offer any hope of relief.

3 The deleterious effects of noise  
4 pollution are well documented in journals of  
5 medicine and psychology. Noise pollution is  
6 a physical assault on the body. Although  
7 sound is a physical phenomenon, sound  
8 experienced as noise is not only physical but  
9 psychological as well. Therefore, any  
10 attempt to measure noise by decibels entirely  
11 misses the point that noise is not mere sound  
12 but sound as it is experienced by a living  
13 human being.

14 In this case, so-called anecdotal  
15 evidence cannot be dismissed as though it  
16 were irrelevant with the wave of a hand and  
17 the smug presentation of numbers that measure  
18 sound because the issue is not about sound  
19 but about noise; that is, sound as an  
20 experienced phenomenon rather than a merely  
21 physical event.

22 Noise produces high blood pressure,  
23 hypertension, stress, fatigue, sleeplessness  
24 and its related disorders such as

T1.22.1

1 irritability, disorientation, confusion, and  
2 incompetence due to lack of focus and  
3 inattention. Recent studies have even shown  
4 that undue and distracting noise also  
5 interferes with the ability of children to  
6 concentrate at school.

7 Noise from airplane traffic  
8 prevents people from being heard in their own  
9 homes, from talking on the telephone, from  
10 listening to the radio or television, from  
11 reading, thinking, praying, playing musical  
12 instruments, or any other activity that  
13 requires mental concentration or intellectual  
14 focus.

15 THE MODERATOR: Please try to wrap  
16 it up, sir.

17 MR. FALCETANO: Okay. I'll go to  
18 the end, then. Some of Massport's EIR is not  
19 completely accurate or satisfactory. I urge  
20 you therefore to refuse their request to go  
21 ahead with this unfair and injurious scheme  
22 to inflict even more suffering and hardship  
23 on communities that already endure a  
24 disproportionate burden of noise, air

1 pollution, and traffic. Thank you very much.

2 THE MODERATOR: Thank you. Next  
3 we'll hear from Representative Liz Malia.

4 MS. MALIA: Thank you for hearing  
5 me.

6 THE MODERATOR: Just a second. And  
7 following Representative Malia, we'll hear  
8 from Dan Wolf from Cape Air.

9 MS. MALIA: Thank you very much.  
10 I'm not a transportation planner. I'm not  
11 going to try to look at numbers and draw any  
12 conclusions from that specifically. I am a  
13 resident of the city of Boston and I've lived  
14 here since 1967. I actually came here as a  
15 student. I love the city and I stay here. I  
16 stay here basically because of the quality of  
17 life and a lot of the aspects of the city  
18 make it a very livable place.

19 I'm now an elected official. I  
20 worked for an elected official in the  
21 district I represent which is part of Jamaica  
22 Plain, Roslindale, Dorchester, and Roxbury.  
23 I have an extremely diverse community that I  
24 represent. One of the things that I look at

T1.23



1       when I hear all the arguments that we've been  
2       going through over the last few months is the  
3       fact that there are questions here, some very  
4       serious questions, that I don't see answers  
5       to.

6               And as someone who's now an elected  
7       official involved in determining public  
8       policy, part of my concern comes from the  
9       fact that aside from having a chance to come  
10      to some of the meetings that were held in  
11      public because the community pushed them, I  
12      don't have a lot of information to work from,  
13      and that's one of the things that I think is  
14      at the heart of where we are today. We're  
15      talking about environmental impact.

16             What disturbs me is that what I see  
17      before us is a retread idea that was brought  
18      up 20 years ago that didn't fly then, that  
19      had very serious questions involved in it,  
20      and I hear too many questions about if we do  
21      implement the new runway, where are we going  
22      to be? The questions that really strike me  
23      are when people come in, Massport has been  
24      saying consistently that no matter what

1 happens with the new runway, we're going to  
2 increase our flights and our passengers  
3 coming to Boston by about 3.4 percent a year.

4 I have real concerns about once  
5 those people get here, what happens to them,  
6 where I see serious congestion on the ground T1.23.1  
7 already, and I know that there are serious  
8 environmental concerns with the effect of  
9 diesel just in general ground transportation.

10 I also am aware that one of the  
11 problems that I think we all need to be  
12 dealing with at this point as elected  
13 officials or state officials and as community  
14 people is dealing with the long-term transit  
15 needs that we have in this part of the  
16 country, and I don't see that happening and  
17 that's what troubles me.

18 If we get to a resolution on this  
19 runway and the runway is built, I am  
20 concerned that we're not going to see the  
21 follow-up on the regionalization because T1.23.2  
22 regionalization was not discussed prior to  
23 this what I feel is a short-sighted, short-  
24 term, narrow-minded approach. I'm afraid

1       that the officials who are now saying that as  
2       an afterthought, oh, yes, we'll work on  
3       regionalization.

4               We'll be gone, and then we'll find  
5       a couple of years from now they'll be in  
6       different jobs, I'll probably be in a  
7       different job, but I'm not sure that the  
8       issues around is Worcester really going to be  
9       expanded? How will we get people from the  
10      Mass. Pike to the Worcester Airport when  
11      there are houses in the way, when there's no  
12      accessible roadway?

13             I'm really concerned that the  
14      current discussion about putting money into a  
15      high-speed rail to Rhode Island, but I don't  
16      see any of those proposals coming before me  
17      and the legislature. I haven't seen any  
18      indication that these measures are  
19      institutionalized and have been committed to  
20      so that we're on some parallel tracks, that  
21      there's also -- there's a runway proposal but  
22      there's also strong proposals in place to get  
23      us to solutions for some of these problems.

24             So I just think that there are

1 health issues that haven't been resolved. We  
2 are very concerned about the fact that there  
3 was a lack of faith involved when the  
4 Community Advisory Council was removed from  
5 the discussion process for 20 months. That,  
6 to me, does not speak of good faith. That  
7 doesn't speak to me as someone who's coming  
8 to the table to deal with the facts as they  
9 are and to see who wins with that.

10 There's too many questions that are  
11 raised in the data that are brought out. I'm  
12 not comfortable that they've been resolved,  
13 and I think that we need to look at this  
14 data, the data Massport has already come  
15 together with, find some resolutions, and do  
16 some long-term planning.

17 Perhaps the long-term planning that  
18 we'll look at would consider a runway. I  
19 don't know, but I think too many of the other  
20 aspects that we're talking about have been  
21 severely overlooked, and what I don't want to  
22 see happen is to watch us come to the edge of  
23 this discussion. We've done it twice before  
24 in the last ten years.

T1.23.3

1                   We've had a series of discussions  
2                   about whether or not we need a second airport  
3                   and we've walked away from it. The problems  
4                   we're trying to address aren't going to go  
5                   away. In three or four or five years, we  
6                   will have gone back up to the same number of  
7                   delays, and we will not have gotten any  
8                   closer to a resolution of our overall transit  
9                   needs.

10                   So my concern is that we get to  
11                   that resolution phase now, that we not waste  
12                   any more time, and we not put our hope in  
13                   false promises or inadequate solutions, or  
14                   one-dimensional solutions when what we need  
15                   is a multi-dimensional comprehensive plan.  
16                   We need Massport, we need the communities  
17                   together, we need some serious proposals to  
18                   deal with what happens to the city of Boston,  
19                   its businesses, its economic vitality, its  
20                   community, it's quality of life 10 years, 20  
21                   years, 30 years from now.

22                   It's our responsibility now as  
23                   citizens of this state to deal with those  
24                   issues in the long term and not give in to a

1 short-term quick fix, well-intentioned, it  
2 looks like a good piece, but that's what my  
3 hope is that we move on to something more  
4 productive. Thank you.

5 THE MODERATOR: Thank you very  
6 much. I extended Representative Malia  
7 additional time as we did with the other  
8 government officials. Now we'll go back to  
9 trying to keep everyone to about three  
10 minutes. Next up will be Dan Wolf from Cape  
11 Air, and then we'll hear from Allison Stieber  
12 from Somerville.

13 MR. WOLF: Good evening, sir. My  
14 name is Dan Wolf. I'm the president and  
15 founder of Cape Air, and my goal tonight is  
16 to finish before you ask me to sit down. I'm  
17 going to be very, very brief. We have  
18 submitted a written testimony which really  
19 will speak for our position on this.

20 I have flown in and out of Logan  
21 Airport for the last 20 years as a pilot.  
22 Ten years ago I founded an airline, Cape Air,  
23 which literally flies now hundreds of  
24 thousands of people in and around the Cape

T1.24

1 and islands and up to Boston, and we really  
2 depend on Logan to provide the service.

3 Our observation is that the primary  
4 problem relative to delays is the northwest  
5 wind which will cut the capacity of the  
6 airport when the airport is forced to go to  
7 that configuration to as low as 60 operations  
8 per hour from 120. So we see the runway  
9 specifically as a way to level the capacity  
10 of the airport regardless of wind conditions,  
11 that, and that alone.

12 As far as the regional approach, we  
13 are committed to a regional approach. I  
14 believe Massport is committed to a regional  
15 approach. Again, we've been here ten years  
16 dealing with Massport. We've had discussions  
17 relative to Worcester, relative to New  
18 Bedford, relative to Providence. We, in  
19 fact, are now providing hourly service out of  
20 Providence to the islands of Nantucket and  
21 Martha's Vineyard specifically for the reason  
22 that we want to pull some of the traffic out  
23 of Logan Airport, so we are pitching in and  
24 doing our part.



1 I just want to speak, and then I'm  
2 going to finish, a little bit about the  
3 process because I think a lot of the  
4 credibility issue here involves the process.  
5 My observation is, having been involved in  
6 this process for ten years, I was on the blue  
7 ribbon panel looking at a second airport,  
8 I've been to virtually every ARC meeting,  
9 I've been to virtually every public comment  
10 session, and I've been to many of the  
11 community meetings as well.

12 My observation is, and I really  
13 sincerely believe this, Massport has made an  
14 effort to listen to input. Massport has made  
15 an effort to analyze this from very, very  
16 different points of view, ours included. It  
17 probed and prodded me, I can tell you that,  
18 and whether I look at these people and say  
19 friend or foe depends on what the last  
20 prodding session was like because not all my  
21 interactions with these folks have been  
22 positive.

23 They have sometimes advocated and  
24 attempted to implement things that would have

T1.24.3

1           been very devastating to our business such as  
2           peak period pricing, but my observation is  
3           they really have attempted to do a serious  
4           analysis here, and have attempted to listen  
5           to the communities, and I know we have been  
6           listened to, and I believe that that's very  
7           important as you look at this document and  
8           decide on the credibility of it.

9                     I do believe in the process. I  
10           believe Massport has done their part, and I  
11           also believe that you will do your part, and  
12           I think that the outcome of this is going to  
13           be a suitable outcome. Thank you very much.

14                    THE MODERATOR: Thank you, Mr.  
15           Wolf. Now we'll hear from Allison Stieber  
16           from Somerville. Following her, Frank  
17           Gibson, and following him, Christine  
18           Silverstein.

19                    MS. STIEBER: My name is Allison  
20           Stieber, S-T-I-E-B-E-R. I am a resident and  
21           homeowner in Somerville, a city that over the  
22           last 12 months has been bombarded by air  
23           traffic from Logan Airport, and especially  
24           during what Massport euphemistically refers

1 to as the off-peak hours.

2 Off-peak hours in lay person's  
3 language happen to be times when people would  
4 most likely be at home; that is, nighttime,  
5 early morning, weekends, and holidays, times  
6 when people are trying to sleep, study,  
7 relax, or spend quiet time with family and  
8 friends.

9 For example, three days ago on  
10 Easter Sunday, we received a steady stream of  
11 aircraft at a rate of two planes per minute  
12 starting at approximately 6:10 a.m. and  
13 consisting of most of the day. Although 6:10  
14 a.m. is the usual time for the daily  
15 onslaughts on our city during spring and  
16 fall, on this day they lost an extra hour of  
17 sleep due to the time change so, in effect,  
18 we were awakened by planes on what was the  
19 equivalent of 5:10 a.m. on what was supposed  
20 to be a day of rest.

21 Massport did what I describe as  
22 business as usual. However, to those of us  
23 who had to spend that day as we have so many  
24 others in a fog of fatigue caused by lost

1 sleep through late night, middle of the  
2 night, and pre-dawn aircraft noise, this was  
3 a mean-spirited intrusion by an arrogant  
4 neighbor that has repeatedly demonstrated its  
5 disregard for our community.

6 Massport officials have taken every  
7 possible opportunity to tell those of us who  
8 protest the frequent disturbances as well as  
9 to misinform the media that Somerville's air  
10 traffic rate is negligible and we are only  
11 getting our fair share.

12 A 300 percent-plus air traffic  
13 increase that Somerville would suffer if  
14 runway 14/32 is built is also dismissed by  
15 Massport as negligible because, according to  
16 its fiction, our current rate of air traffic  
17 is almost nil. However, those of us living  
18 under the flight paths know otherwise. We  
19 know that any semblance of peace that remains  
20 for us with the use of the present flight  
21 pattern will be almost totally obliterated by  
22 the tripling of the impact that we endure  
23 already.

24 Runway 14/32 would be more than a

T11.2

1 potentially minor annoyance. It would mean  
2 an all-out attack on the quality of life.  
3 Some people talk as though the quality of  
4 life is just an antiquated notion. They are  
5 mistaken. If you take away people's ability  
6 to experience or even to be able to expect to  
7 live in a peaceful environment, then you are  
8 stripping them of what keeps them going, what  
9 makes them able to contribute to and function  
10 in an increasingly-stressful and uncertain  
11 world.

12 No amount of economic expediency  
13 can even begin to justify the magnitude of  
14 the assault that Massport and the FAA have  
15 planned for us.

16 THE MODERATOR: Try to wrap it up,  
17 please.

18 MS. STIEBER: Right. Runway 14/32  
19 must not be allowed to be built. Its harmful  
20 effects will be permanent and will far  
21 outweigh any short-term benefits.  
22 Furthermore, current air traffic patterns  
23 that are injurious to our community should be  
24 scrutinized and amended. Finally, it is our

1 understanding that Massport is going to  
2 appear in Somerville next Tuesday, April 13  
3 for a public hearing, and we expect to be  
4 there. Any member of the public is invited  
5 to attend.

6 THE MODERATOR: Thank you. Now  
7 we'll hear from Frank Gibson from the  
8 organization called NEED Logan. Following  
9 him will be Christine Silverstein from  
10 Nantucket, and following Ms. Silverstein will  
11 be Candace Collins Boden from the  
12 Provincetown Chamber of Commerce. Mr.  
13 Gibson.

14 MR. GIBSON: Thank you for the  
15 opportunity. My name is Frank Gibson, G-I-B-  
16 S-O-N. I live in Cumaquid on Cape Cod. I  
17 have some written reports here but I'll  
18 shorten it up. I'll begin with I'm a strong  
19 believer in the need to complete runway 14/32  
20 and the center field taxiway.

21 Back some ten years ago when the  
22 former Massport board proposed PACE, this  
23 program for airport capacity efficiency, I  
24 organized a grass roots citizens group called

T11.26

T11.26.

1       NEED Logan. It's an acronym that stood for  
2       New England's Economy Depends on Logan, and  
3       it still is a very valid one, and I offer it  
4       to anybody from Massport who wants to use  
5       them.

6               The proposed PACE was a program  
7       that was very detrimental to our local  
8       airlines with its pricing. Thankfully, the  
9       FAA determined that PACE was stopped. With  
10      regard to the current talk about period  
11      pricing and slots, there's no question in my  
12      mind that financially that limited access to  
13      Logan are not the answer to Logan's problems.  
14      Logan's delays are caused by weather.

15             The important factor for the  
16      airport is its physical capacity to handle  
17      all the flights scheduled by its users to  
18      arrive and depart as scheduled. As I  
19      understand, when all of Logan's runways are  
20      in use, Logan has the capacity to handle all  
21      the traffic scheduled by the airlines that  
22      are using it.

23             I'd like to emphasize the point, as  
24      Mr. Cohen from the South Shore pointed out,



1 too, using Logan's current runways, Logan can  
2 handle 120 operations per hour. However,  
3 with strong winds, as we heard, from the  
4 northwest, Logan is limited to one runway.  
5 And you know what it's like, those of you who  
6 travel to Cape Cod, there's three lanes of  
7 traffic and there's an accident and you're  
8 down to two lanes of traffic and then you're  
9 down to one lane of traffic, there's a hell  
10 of a delay.

11 As soon as the traffic is cleared,  
12 which is what runway 14/32 would do in  
13 effect, you'd wind up with cleared traffic.  
14 Runway 14/32 is not meant to increase the  
15 number of aircraft using Logan. Simply, it's  
16 to allow the aircraft currently using Logan  
17 to arrive and depart as scheduled.

18 I think 14/32 also would enhance  
19 the safety because it would be able to limit  
20 it to a lot of the smaller aircraft not to be  
21 following the same traffic patterns as the  
22 big ones, and you don't have to be six miles  
23 behind.

24 The completion of the runway would

1 help the utilization of Logan at all times.  
2 Since aircraft arrivals on 14/32 would be  
3 over water, this is another thing. I think  
4 the thing we're here to talk about I think is  
5 the completion of runway 14/32. Noise would  
6 be mitigated because the departures and  
7 arrivals on 14/32 would be over water.

8 THE MODERATOR: Try to wrap it up,  
9 please.

10 MR. GIBSON: Sure. For those who  
11 are skeptical, I invite you to come down to  
12 Barnstable Airport, Hyannis and stand in the  
13 parking lot at the end of the runway, runway  
14 24, which would be like standing in  
15 Harborside Hotel and watching the airplanes  
16 go down 14/32. I guarantee you would not  
17 hear them. That's the quality of life that  
18 should be very enhanced. I think you should  
19 consider that. Thank you very much.

20 THE MODERATOR: Thank you, Mr.  
21 Gibson. Now Christine Silverstein, and the  
22 next opponent after her will be William  
23 Manning.

24 MS. SILVERSTEIN: My name is

Christine Silverstein, S-I-L-V-E-R-S-T-E-I-N.

I've come to speak to you from the second busiest airport in New England, Nantucket Airport. We also have a hundred operations an hour quite frequently during the year.

However, the reason I'm here is not to speak about our relationship with you, and I also am quite aware that we are not involved in some of the regional planning that's going to be going on hopefully in New England here. I'm here to speak to you because I'm a member of the chamber of commerce in our community, and an esteemed fellow member of our chamber of commerce is Dan Wolf and he definitely came to our community and asked for our support for this project, and he asked our planning and economic development commission and I think also our board of selectmen, so that you will be receiving letters from those bodies from our town.

But I also am happy to hear that Dan addressed the process issue because I think that is important for you to know that

1 both of those bodies in our town will be  
2 writing to you not having had a public  
3 hearing to decide if our community actually  
4 did support this project. So I'd like the  
5 members of the communities here around the  
6 airport to realize that other communities are  
7 being lobbied to support this project without  
8 having the process that they should have  
9 before they make that kind of decision.

T1.27.1

10 We certainly haven't read the  
11 report, and I've learned more tonight than I  
12 ever knew about the issue, so I just would  
13 like you to know that there needs to be a  
14 balanced representation from our community  
15 and it isn't just the letters that you  
16 receive. Thank you very much for giving me  
17 the chance to balance that view.

18 THE MODERATOR: Thank you very  
19 much. Now we'll hear from Candace Collins  
20 Boden, Provincetown Chamber of Commerce.  
21 Following her will be William Manning from  
22 East Boston.

23 MS. BODEN: My name is Candace  
24 Collins Boden. Thank you very much for

T1.28

1 listening to me tonight. B-O-D-E-N. I have  
2 a whole different slant on this than anybody  
3 else who has spoken tonight because our  
4 airport is in jeopardy of becoming extinct.  
5 Our airport serves the outer Cape towns from  
6 Orleans to Provincetown, and if this runway  
7 is not implemented by you and you decide to  
8 consider peak period pricing, we are in  
9 jeopardy of losing our service airline which  
10 is Cape Air.

11 We have a contract with the  
12 National Seashore in Provincetown which is  
13 the federal government for our airline, and  
14 part of that contract is if we don't have a  
15 carrier, we no longer have the airport. Our  
16 airport is very vital to Provincetown. We  
17 have an elderly community. A big percentage  
18 of our community is elderly. Another big  
19 percentage is gay. There are a lot of health  
20 problems.

21 Our airport is our lifeline. It's  
22 a quality of life issue, but is our lifeline.  
23 Safety, number one; economic growth, number  
24 two. In the past ten years, I have been

T1.2

1 promoting public transportation to  
2 Provincetown from visitors because our roads  
3 are getting smaller and smaller, the bridges  
4 are getting smaller and smaller coming onto  
5 the Cape, traffic is terrible, and we really  
6 depend on public transportation.

7 So I'm asking you please build that  
8 runway and don't consider peak period pricing  
9 and save our airport. Thank you.

10 THE MODERATOR: Thank you very  
11 much. Now we'll hear from William Manning,  
12 East Boston. Mr. Manning. Mr. Manning  
13 doesn't appear to be here. Is Gerry Falvo  
14 from Winthrop here?

15 PARTICIPANT: He left. He's going  
16 to testify tomorrow night.

17 THE MODERATOR: He will speak  
18 tomorrow night. Thank you very much. Peter  
19 Koff from Boston. After Mr. Koff, we'll have  
20 Charles Carrera and Enrique Miranda.

21 MR. KOFF: Thank you. My name is  
22 Peter Koff, K-O-F-F, for the record. I'm the  
23 attorney for Airport Impact Relief, AIRINC,  
24 which was founded in 1980, and I think has

1        been a consistent voice of the need for sound  
2        transportation planning and concern about  
3        proposals of Massport that might increase  
4        capacity and environmental impact. I also am  
5        an officer and board member of the new  
6        regional group, Communities Against Runway  
7        Expansion. In three minutes, it's kind of  
8        hard to provide comments on the Massport  
9        proposal so I'll try and simply just hit some  
10       bullet points.

11                First, AIRINC quite strongly  
12        believes that the benefits of the proposed  
13        runway, the degree to which it will affect  
14        the delay problem are greatly overstated in  
15        the reports, and that's certainly made clear  
16        in the report of the CAC. We also think the  
17        impacts on the surrounding communities are  
18        substantially understated. As an example of  
19        the overstatement, Massport tonight, in fact,  
20        said for over a decade there's been a delay  
21        problem at Logan Airport. For over a decade,  
22        Boston has continued to grow quite nicely.  
23        Its business has expanded, convention centers  
24        being planned and to be constructed. There's

T1.29.

T1.29.2



1       been no sense that the economic lifeblood of  
2       Boston or Massachusetts has been crippled by  
3       what's been a problem for ten years.

4               It certainly would therefore be  
5       unreasonable to assume that in the future  
6       suddenly the economic foundations of Boston  
7       are going to collapse. A kind of hysteria is  
8       being used to trump up support for this  
9       runway as far out ahead of any possible  
10      benefit that it might serve. Other problems,  
11      we suggest, exist with the report are the use  
12      of old data. That's been mentioned already.

T1.29.3

13             In terms of alternatives, they  
14      haven't been adequately examined. I  
15      specifically call attention to the letter  
16      that I wrote on behalf of my client, Airport  
17      Impact Relief in October of 1997 which was  
18      addressed to Mr. Blute, CEO, executive  
19      director of Massport. Copies went to counsel  
20      for Massport, Betty Desrosiers, the head of  
21      the FAA, the regional director of the FAA.

T1.29.4

22             In that letter, we made it clear  
23      that we thought Massport was going to give  
24      peak pricing a chance before it went forward

1 with the runway. We talked about the need to  
2 specifically look at Hanscom Airport and  
3 other alternatives to expansion at Logan, and  
4 we asked specifically to sit down with  
5 Massport and start the process of discussion  
6 of some sensible ways of dealing with the  
7 issues surrounding airport growth. We did  
8 not receive one response to this letter.  
9 Nobody from Massport ever called us, ever  
10 offered to sit down, and ever talked with us  
11 specifically about what their plans were.

12 We think that shows, and I'm moving  
13 into another one of our concerns --

14 THE MODERATOR: Try to rap it up,  
15 please.

16 MR. KOFF: One of our concerns is  
17 under the Airport Act, 49 United States Code,  
18 Section 47-106. The interests of the  
19 community have not been given fair  
20 consideration. We have not been told that we  
21 were required to be told that we have the  
22 right to petition the secretary of  
23 transportation because we are not represented  
24 on the Massport board. Protection and

T1.29.5

1 enhancement of the environment, inter-modal  
2 planning requirements of federal law, and I  
3 also mention Section 47-101 have not been  
4 followed.

T1.29.5

(cont.)

5 And lastly, the issue of trust upon  
6 which Massport bases much of its case, we  
7 obviously do not trust them when they cannot  
8 document how 75,000 flights are going to be  
9 over water, and when they tonight say that  
10 the second major airport study concluded that  
11 such an airport would be unfeasible, when one  
12 or two speakers later the representative for  
13 the Massachusetts Aeronautics Commission said  
14 that two sites were recommended in that  
15 report. Given the lack of accurate  
16 information and the inadequacies, we ask that  
17 the secretary find the report to be  
18 inadequate and require a new draft, and we  
19 urge the FAA to withdraw its support of this  
20 project. Thank you.

T1.29.6

21 THE MODERATOR: Thank you very  
22 much. Now we'll hear from Charles Carrera  
23 and Enrique Miranda from the Logan Airlines  
24 Management Council. They asked to be called

1 together so I assume we have a duet. And  
2 then following these individuals, Curt Walter  
3 from Cambridge.

4 MR. CARRERA: Good evening. My  
5 name is Charles Carrera. I serve as the  
6 director of airport services with Cape Air-  
7 Nantucket Airlines. In addition to those  
8 duties, for the last three years I have  
9 served on the executive committee of the  
10 Logan Airlines Management Council, and am  
11 privileged to serve as its president. I'm  
12 here tonight in my capacity as president of  
13 LAMC. I'm also here with my colleague,  
14 Enrique Miranda, who is current chairperson  
15 of the cargo subcommittee of the Logan  
16 Airlines Management Council.

17 We have a written statement but  
18 I'll just make a brief comment and submit  
19 this written statement for you. We rise in  
20 support tonight of the series of air side  
21 improvements that are currently being  
22 proposed by Massport. In an effort to reduce  
23 delays and improve efficiency on Logan's  
24 airfield, we support the following projects.

T1.30

T1.30.1

1 Construction of a unidirectional  
2 runway 14/32 for over-the-water operations,  
3 construction of a center field taxiway to  
4 reduce taxiway congestion, a realignment and  
5 extension of the existing taxiways to enhance  
6 airfield safety, and a reduction of the  
7 approach minimums on runways to upgrade Logan  
8 Airport to industry standards.

9 MR. MIRANDA: On behalf of our  
10 cargo customers, we annually ship 814 million  
11 pounds of cargo and mail out of Logan  
12 International Airport. We strongly, the  
13 cargo subcommittee strongly supports the  
14 Logan air side improvement project.

T1.31

15 MR. CARRERA: And on behalf of the  
16 over 26 million customers using Logan  
17 Airport, we strongly reiterate our support  
18 for EOE 10458, and we'll submit comments for  
19 the record, and thank you for the opportunity  
20 to address you tonight.

T1.31.1

21 THE MODERATOR: Thank you very  
22 much. Mr. Walter is no longer here. Is  
23 Arthur Krolman in the audience? Mr. Krolman  
24 will speak, and then John Tarter from

1 Winthrop.

2 MR. KROLMAN: My name is Arthur  
3 Krolman, K-R-O-L-M-A-N. I'm a business owner  
4 and homeowner in Charlestown. It is my  
5 understanding that the unidirectional use of  
6 proposed runway 14/32 cannot be legally  
7 guaranteed by the Massachusetts Port  
8 Authority, the Federal Aviation  
9 Administration, or the commonwealth of  
10 Massachusetts.

11 Consistent with their proposed use,  
12 Massport has analyzed runway 14/32 as a  
13 unidirectional runway only. However, to  
14 better satisfy the aims of the National  
15 Environmental Policy Act and the  
16 Massachusetts Environmental Policy Act, the  
17 scope of the EIR/EIS should address the  
18 possible future implementation of bi-  
19 directional use. Thank you.

20 THE MODERATOR: Thank you very  
21 much. Now John Tarter from Winthrop. Is Mr.  
22 Tarter still here? Not seeing him, is there  
23 an Alan Wright from Roslindale in the  
24 audience? You're up, sir.

T1.33

1 MR. WRIGHT: Thank you. My name is  
2 Alan Wright. That's W-R-I-G-H-T. I live at  
3 57 Arbor Road in Roslindale next to the  
4 Arnold Arboretum. I am here tonight  
5 representing my family and neighbors, all of  
6 whom are very concerned about Massport's  
7 proposal.

8 When runway 27 is in use, the  
9 direct overflight of Roslindale and the  
10 Arnold Arboretum is unrelenting and  
11 deafening. Massport's proposal to build  
12 runway 14/32 will triple; that is, increase  
13 by three-fold overflights to over 45,000 per  
14 year. That means an average of over 130  
15 flights per day year-round.

T1.33.1

16 This is intolerable, unreasonable,  
17 and unfair. It must not be allowed. When  
18 flights are overhead and I am outside playing  
19 with my child or talking with my neighbors,  
20 we must stop talking as we cannot hear each  
21 other, and we are located more than six miles  
22 from Logan.

23 Massport has not adequately  
24 addressed what the quality of life of 35,000

T1.33.2



1 residents in Roslindale, the tens of  
2 thousands of visitors to the Arnold Arboretum  
3 who come from all over Massachusetts and  
4 other New England states, or the hundreds of  
5 thousands of residents of urban Boston and  
6 surrounding communities must decline.

7 Part of the problem is that the  
8 pilots never follow through on the runway 27  
9 flight pattern. Instead of staying over  
10 Franklin Park or Forest Hills Cemetery, they  
11 get off over the Arboretum and Roslindale.  
12 Massport must fix this problem.

13 My family and I and my neighbors do  
14 not want Logan to be shut down. We use it.  
15 What we want Massport to do is to end the  
16 continued growth of this very badly-located  
17 airport, and truly shift traffic to other  
18 airports including Hanscom.

19 I also would like to react to some  
20 of the business testimony that's been given  
21 today. I work in the business community, I  
22 fly to other cities and conventions. I am  
23 increasingly using teleconferences and e-  
24 mail. It has resulted in a decrease in my

T1.33.3

T1.33.4

1 attendance to conferences and to outside  
2 meetings.

3 I do not believe the testimony from  
4 the ADL consultant's vice president. His  
5 clients are not asking to meet with him. His  
6 clients are talking with him through  
7 teleconferencing, through e-mail. It was a  
8 canard. The real issue here is the quality  
9 of life in the greater Boston area and it  
10 will not be improved with the implementation  
11 of runway 14/32. Thank you very much.

12  
13 THE MODERATOR: Thank you. At this  
14 time, we're going to take another five-minute  
15 break and we'll reconvene at 9:30.

16 (Brief recess taken.)

17 THE MODERATOR: Let's reconvene.  
18 If anyone is outside, you can call them back  
19 in. We're back on the record. We have  
20 exhausted our list of supporters so all we  
21 have left is our opponents. There are 16  
22 names on the list. I'm going to run through  
23 them all and if somebody is not here, then I  
24 will skip them.

1 First would be Rob Trainer from the  
2 South End. Is Mr. Trainer here? I don't see  
3 him. Richard Goldhammer from Hingham, Mass.?  
4 How about Englehart from Hingham? John  
5 Mahoney from Malden? Darryl Pomicter from  
6 Beacon Hill? Did I mangle that name?

7 MR. POMICTER: Pomicter.

8 THE MODERATOR: Jeff Buck? Joe  
9 Galino? Bob Driscoll, Sr.? Roland Choquet?  
10 How did I do with that one?

11 MR. CHOQUET: That's okay.

12 THE MODERATOR: Very good. Rick  
13 Rose? Bill Galvin? Dovi Abbey? Kathy  
14 Callahan? James Stamos? Todd Payton? There  
15 are a few that aren't here so we'll proceed  
16 very quickly now hopefully. Mr. Trainer?

17 MR. GOLDHAMMER: Actually, Richard  
18 Goldhammer from Hingham. Good evening.

19 THE MODERATOR: That's right,  
20 Richard Goldhammer from Hingham.

21 MR. GOLDHAMMER: Thank you. I just  
22 want to share basically three points briefly  
23 at this late hour. One is the fact from my  
24 perspective as a Hingham resident near the

1 Hull line. The planes overhead, the rate is  
2 one per minute, the frequency is four to five  
3 days per week, the hours are from 5 a.m. to  
4 10 a.m., and at 5:30 p.m. to 2 a.m. The  
5 noise level of 65 to 95 decibel range, that's  
6 equivalent to the noise of an average lawn  
7 mower up close once a minute.

8 My second point is that it's  
9 negative and very significant to myself and  
10 the neighbors. Being woken up at night is a  
11 problem when the right to required sleep is a  
12 right which is taken away. I have trouble  
13 hearing myself think which is a right taken  
14 away.

15 Playing with my daughter outside  
16 peacefully without interruption is a  
17 reasonable right that's taken away. The  
18 stress that my wife reported. During low  
19 cloud coverage, a plane appeared so low she  
20 thought it was going to crash into our  
21 neighborhood over World's End in Hingham is a  
22 right to peace of mind which is taken away.

23 Nearby Wampanoag State Park,  
24 World's End Reservation which is supposed to

1 offer some solitude and repose for our  
2 citizens, are rights that are taken away. So  
3 the rights of the minority business community  
4 appear to override the rights of the majority  
5 of the citizenry that is surrounding the  
6 airport. Thank you.

7 The third issue is Massport's  
8 trustworthiness is highly suspect just from  
9 my experience. I had sent an October letter  
10 to Peter Blute and asked specifically, I've  
11 heard about this runway extension. Will  
12 flights over Hingham expand? Just wondering  
13 would you please do me the justice of giving  
14 me an honest answer.

15 Blute's reply, November 19, 1998,  
16 second-to-last paragraph: Massport is  
17 evaluating plans to improve the efficiency of  
18 Logan's airfield. By reducing congestion and  
19 delay at the airfield, planes will spend more  
20 time on the ground or on route and less time  
21 circling in the air.

22 I have a problem with that. He  
23 knows I'm a Hingham resident, and it's not  
24 about circling flights, it's about the 85,000

1 flights that are projected into those runways  
2 that fly over Hingham and Hull. When I asked  
3 him specifically would flights increase, I  
4 get a five-paragraph letter that says  
5 nothing, and I'll be happy to share it with  
6 you in full piece.

7               Shortly thereafter, the graphic  
8 came out in the Globe and said that flights  
9 in Hingham would increase from 32,000 to  
10 85,000. So I leave you with some questions.  
11 What is the impact from a human perspective  
12 on residents of these communities?

13               Where do people like Christopher  
14 Good live, Mr. Guzzi live, Mr. Sherman,  
15 Christopher Anderson, Kevin Cohen, members of  
16 the business community? I submit they do not  
17 live in Winthrop, East Boston, Roxbury,  
18 Dorchester, Hingham, Chelsea, or Hull. They  
19 do not. We could probably check that out to  
20 be certain.

21               And is it true that high tech.  
22 companies, in fact, will be attracted to the  
23 lower cost of doing business inside or  
24 outside of the city? Where is it cheaper to

1 do business, inside the 128 belt or outside?

2 Have they thought of that?

3 Is the logic the same that we've  
4 seen in years past? Let's serve their  
5 franchise with a hopeful trickle-down benefit  
6 to the region, or is the logic not to take  
7 seriously the majority of the citizenry?  
8 Thank you.

9 THE MODERATOR: Thank you, Mr.  
10 Goldhammer. Now we'll hear from Albert  
11 Engelhart, also from Hingham, followed by  
12 Darryl Pomicter.

13 MR. ENGELHART: Good evening. My  
14 name is Albert Engelhart, E-N-G-E-L-H-A-R-T,  
15 of Hingham. We're like a church service,  
16 it's a small group, and some of you wanted to  
17 come up front but it's kind of lonely up  
18 here. I'm currently a registered  
19 professional engineer and I'm firmly in the  
20 camp of high technology. I am one of the  
21 individuals representing the seemingly  
22 parochial interests of Hingham and Hull and  
23 Cohasset and Scituate.

24 In regard to runway 14/32, I am

T1.35

T1.35



1       opposed to it. If it's turned on, it will  
2       produce a tremendous increase in noise  
3       pollution which will exacerbate the already  
4       60-second interval of planes that occur  
5       overhead on certain days. The expression  
6       greater Boston area, and the expression high  
7       tech., what does that mean? To me, and I  
8       think to 95 percent of everyone here, it  
9       means areas, for instance, Route 495, all  
10      areas radiating out from without and within  
11      495 extending out beyond Worcester and 128.

12               Surely in jest that Boston Logan  
13      Airport area which is a tiny kernel within a  
14      very, very large net, can it honestly speak  
15      for outlying areas up to one-and-a-half  
16      hour's distance away? It's acting as though  
17      it's the sole spokesman.

18               Currently, there is tremendous  
19      political and economic power inertia locked  
20      in a small airport called Logan. I suggest  
21      that it be mandated that Massport divest  
22      itself of this censorious position, this  
23      almost fetish, drive, to make Logan the only  
24      existing means of air transportation, and

1       instead, Massport should revisit the greater  
2       reason called Massachusetts. Massport means  
3       Massachusetts Port. They're representing a  
4       very small area.

5               Instead, a tri-state organization,  
6       Rhode Island, New Hampshire, and  
7       Massachusetts, initiated by Massport should  
8       consider Hanscom as a strong candidate,  
9       Worcester, Green, Manchester airports.

10              THE MODERATOR: Try to wrap it up,  
11       please.

12              MR. ENGELHART: Sure. Finally, a  
13       fundamental fact about noise pollution and a  
14       recommendation that Massport be a true leader  
15       instead of a retread, as someone mentioned  
16       here before. For 40 years as an engineer, I  
17       know that fuselage problems making noise  
18       could have been corrected. It wouldn't have  
19       been corrected tremendously but they would  
20       have been significantly corrected, and it's  
21       not taking place.

22              General Motors, Ford, all the  
23       automotive companies have been forced in  
24       their areas to correct pollution problems.

T1.3

T1.35

1 The cost was tremendous at first and now it's  
2 routine. The same thing could happen if  
3 Massport took the initiative and started to  
4 force like California does. They say to Ford  
5 and General Motors and Chrysler and says you  
6 conform to our standards or no cars.

7 Massport, in cooperation with the  
8 tri-state area, could start that process.  
9 That's why a lot of us aren't talking to the  
10 others, we're not talking with each other,  
11 we're talking against each other is the noise  
12 problem that could be corrected by now. It's  
13 an economic problem. It will take years to  
14 fix but it has to be started. How about  
15 Massport getting started on that? Thank you.

16 THE MODERATOR: Thank you. Now Mr.  
17 Darryl Pomicter from the Beacon Hill Civic  
18 Association. Following him we'll have Jeff  
19 Buck. Is John Mahoney in the audience? Mr.  
20 Pomicter.

21 MR. POMICTER: I'm Darryl Pomicter,  
22 president of the Beacon Hill Civic  
23 Association here and on the CAC. I'm a long-  
24 term resident of Boston and I am trained as a

T1.35.3  
(cont.)

T1.36

1 civil engineer. For all the reasons stated,  
2 we are against the new runway. This is a  
3 short-term partial inferior solution. We  
4 feel a longer-term solution that shares the  
5 wealth, that doesn't risk overloading the  
6 city.

7 That said, I'd like to go on and  
8 give some comments criticizing Massport's  
9 presentation of the information, and I've  
10 been very involved in this. Massport  
11 presented an overwhelming amount of  
12 information formally and informally. While  
13 most of that information is accurate,  
14 factually much of the presentation and  
15 information in print and verbally is  
16 inconsistent, misleading, and deceptive  
17 misinformation.

18 Many normal people are overwhelmed  
19 by it all and believe they have to accept the  
20 facts as presented, but they have to realize  
21 that if those facts are not accurate, the  
22 conclusions are inconsistent and wrong and  
23 don't need to be accepted.

24 Some examples. Director Blute

T1.36.1

T1.36.2

1 keeps talking about the 70,000 flights over  
2 the water and the few percentage of PRAS  
3 flights that are going to be rearranged in  
4 the city. Those 70,000 flights, about 50  
5 percent, 15 percent of Logan's operations.  
6 Those few percent add about 40,000 flights to  
7 runway 27, 30,000 to runway 33, and 10,000 to  
8 runway 22. Since both airports get a couple  
9 of those -- neighborhoods get a couple of  
10 those, neighborhoods can easily get 50 to  
11 70,000 increased flights even though, 70,000  
12 are initially aimed over water.

13 Director Blute also talks about we  
14 have to do this because otherwise 90 percent  
15 of the traffic will be using only the north-  
16 south runways. Of course, even if we do do  
17 this, 90 percent of the traffic will  
18 eventually be forced to use both the north-  
19 south runways because there are no limits on  
20 operation plans, and it will only take a few  
21 years to get back up to those levels and  
22 exceed those.

23 Logan's ranking as the 11th in the  
24 U.S. in operations and sixth in delays has

T1.36.2  
(cont.)

1        been a justification for the runway. At one  
2        of the ARC meetings a couple of months ago,  
3        we pointed out that there was also a ranking  
4        of 17 from passengers.

5                Seventeenth in passengers means  
6        there are fewer than average passengers on an  
7        airplane, so if you can get more passengers  
8        on the plane, you need fewer planes, and you  
9        could cut the delays by working that side of  
10       the equation. You need to work both sides of  
11       the equation. Recently, talking about sixth  
12       in delays and 17th in passengers, so they  
13       just upped the ante but he doesn't mention  
14       anything about getting more passengers on a  
15       plane.

16               Massport, in their EIS, details in  
17       great detail going from sixth in 1997, to  
18       sixth in delays in 1990. They don't talk  
19       about the FAA statistics. They mention that  
20       2 1/2 percent, 25 per thousand, they don't  
21       mention that that's down from 40 per thousand  
22       or almost 40 per thousand in 1992.

23               There is no handicap. They have  
24       this drive that we're going to be the best

T1.30

T1.36

1           somehow. Second or third is not enough.  
2           There's no handicap for the location in New  
3           England which is confining, which has New  
4           England weather, and while it's cramped in  
5           the city, that actually should decrease the  
6           amount of time that it takes to get back into  
7           the city assuming they don't overload the  
8           local transportation systems.

9                   THE MODERATOR: Try to wrap it up,  
10          please.

11                   MR. POMICTER: Okay. The 65  
12          million dollars they say is going to be saved  
13          by building this runway, easily if you do  
14          those analyses you get up to a billion  
15          dollars whether you talk about 20 hours a  
16          week times 50 is a thousand hours a year per  
17          person, you can easily get to the billion  
18          dollar figure. The amount of delay hours  
19          issue, the percentages have gone up, down,  
20          and sideways back and forth, but if you dig  
21          into that report, there is a chart where you  
22          look at all actions except 14/32 and all  
23          actions with 14/32, and the difference is  
24          20,000 hours. It's a 15 percent reduction

T1.36.5



1 even though you've got to look under the  
2 cars, under the piece to find that.

3 The last item is, Hanscom, asking  
4 if they're going to use it, when they talk  
5 about general aviation and it had more  
6 operations than any airport other than Logan,  
7 they overlooked the fact that -- they  
8 specifically mentioned Portland, Maine, we're  
9 more than Portland, they don't mention the  
10 fact that 70,000 of those touch-and-go's,  
11 that there's still 40, 50, maybe a hundred  
12 thousand dollar operations capacity at  
13 Hanscom that they have no plans to use.

14 Thank you very much.

15 THE MODERATOR: Thank you. Now  
16 we'll hear from Jeff Buck, and following Mr.  
17 Buck will be Mr. Galino from Melrose.

18 MR. BUCK: Good evening. My name  
19 is Jeff Buck. I'm a Chelsea waterfront  
20 resident. I'm also the president of the  
21 Chelsea waterfront. Betty, I'm glad you made  
22 it back in time for my three minutes. I was  
23 hoping you wouldn't leave me hanging there.

24 I have just a small little

T1.38

1 presentation. I'm sorry it's not as slick as  
2 Massport's presentation. I was trying to get  
3 some money from them but it got delayed due  
4 to some hot air delays. Basically, this is a  
5 community I live in. This is Chelsea. This  
6 is a waterfront. This is a community that  
7 has struggled like all the communities to  
8 improve itself, to improve every aspect of  
9 it.

10 Massport's had a big influence on  
11 the quality of my life. We've got this huge  
12 green bridge a block away from where I live,  
13 and I have airplanes that come over my head.  
14 Unless you're there, you really can't  
15 understand what it's like. I run my company  
16 in Chelsea and I've invested in Chelsea, and  
17 it's quality of life.

18 Arthur, Jay, Christopher, John, you  
19 guys have the power to help the people. It's  
20 not about the money, it's about the people.  
21 Boston is the coolest city in the United  
22 States. Everybody here knows that. That's  
23 why we're here. There's no place better.  
24 You could close Logan down, you could close

1           them down, and is that going to keep anybody  
2           from coming to Boston? No.

3                       I came from Florida, the man who  
4           works for me came from Alaska. This isn't a  
5           question of money. It's a question of  
6           quality of life, and you guys, you're the  
7           environmental protection, you're there for me  
8           and these beautiful people out here. Whether  
9           they support Logan or not, if they do support  
10          this runway like Betty and Flavio and all  
11          those guys, you can't listen to what they  
12          want because they don't know any better. You  
13          know what's right. You know it's about the  
14          people.

15                      I ask you, is the lack of business  
16          going to be due to the runway coming in? Are  
17          we going to lose business because of this?  
18          No. I'm a businessman. I work 12 hours a  
19          day, and I do whatever I have to do to  
20          overcome obstacles, and they're there every  
21          single day. My hands bleed at the end of the  
22          week. Business goes on regardless of the  
23          obstacles in front of it.

24                      We're in an economic boom. We're

1           kicking ass. This country is stronger than  
2           ever. We have our problems, but we are  
3           Americans, we work hard, we overcome. Look  
4           at this cute little girl right here, and  
5           right behind her is this huge X files-looking  
6           oil refiner. I'm not even sure what it is.  
7           This is the Admiral's Hill area that we  
8           talked about.

9                     THE MODERATOR: Try to wrap it up,  
10           please.

11                    MR. BUCK: Well, I'd just like to  
12           say that Jay, Arthur, Christopher, John,  
13           Betty, Flavio, David, and Deborah, you guys  
14           have the power. Twenty years from now,  
15           you're going to be retired, you're going to  
16           be somewhere else, and none of this is going  
17           to matter, but before that 20 years passes,  
18           actions you take right now are going to  
19           affect millions of people. I have faith that  
20           you will make the right decisions. Thank you  
21           very much.

22                    THE MODERATOR: Thank you. Mr.  
23           Galino, is that right?

24                    MR. GALINO: Galino.

1 THE MODERATOR: And following Mr.  
2 Galino will be Roland Choquet.

3 MR. GALINO: Thank you. I  
4 appreciate the opportunity to speak even at  
5 this late hour. I appreciate you guys  
6 hanging around. My name is Joe Galino, and I  
7 am here to speak on behalf of the city of  
8 Melrose. I'm the CAC adviser for the city of  
9 Melrose. I'm the mayor's adviser, and I'm  
10 also a treasurer and director of CARE.

11 I'm here to ask Massport tonight to  
12 withdraw their proposal until such time as  
13 they can come to my community and explain the  
14 impact that this new runway is going to have  
15 on my community. At the last ARC meeting we  
16 had, I asked Betty to come talk to the  
17 community and she said they would. I then  
18 called. I spoke to our board of alderman and  
19 they requested Massport come.

20 I called Betty and I then spoke to  
21 a few other people, but I got the official  
22 response that Massport has reconsidered their  
23 policy with respect to individual  
24 communities, and that I would get a letter

1 explaining their position sometime in the  
2 next ten days. That letter did come, it's  
3 here. It basically doesn't say anything  
4 other than they're not coming to Melrose.

5 I find this unacceptable for my  
6 community to sit here and not have the  
7 opportunity to have Massport come and give  
8 their presentation. I guess we're not alone  
9 in this. There's been several communities  
10 where I've heard that they've gone so many  
11 other places to tell their story.

12 A letter has gone out recently from  
13 our state rep., Mike Fester, and I sent it to  
14 Richard Dusset and I assume you have that  
15 letter, as well as other North Shore  
16 representatives from other communities from  
17 the North Shore. We haven't heard yet. I'm  
18 wondering, Betty, if we are going to get that  
19 meeting. Is that something you could give us  
20 an answer on?

21 MS. DESROSIERS: I don't have an  
22 answer on that tonight, but we did just  
23 receive that letter.

24 MR. GALINO: It was probably a week

1           ago. It went out over a week ago.

2                   MS. DESROSIERS: It just crossed by  
3           desk.

4                   MR. GALINO: Okay. Fair enough.  
5           But considering there's 15 days left for the  
6           public comment period, I'm assuming there's  
7           not really enough time for our communities to  
8           respond on the North Shore. Melrose is only  
9           five miles away from Logan Airport, yet it  
10          isn't considered by Massport to be noise-  
11          impacted.

12                   If you look at Massport's computer-  
13          generated flight tracks, you won't see a jet  
14          flying over Melrose. We have some great  
15          shots here that show, you know, these  
16          different flights in the computer-generated  
17          models, but yet I can look up any day and see  
18          jets flying over Melrose. They're not in the  
19          modeling, so I would suggest that they do  
20          modeling that doesn't quite reflect the  
21          reality of what's really going on up in the  
22          skies.

23                   Whether I'm in my home, my office,  
24          I can hear planes. Now, I've been told that

T1.37



1 we get a lot of commuter planes and I should  
2 be thankful for the fact that we're getting a  
3 lot of commuter planes but we're not getting  
4 jets, and I would only say to that, if this  
5 new runway is supposed to take some of that  
6 commuter planes and put them out over the  
7 harbor, where are jets going to go? Shifting  
8 commuter planes to this new runway, that's  
9 going to open up some opportunities for more  
10 jets to come north.

11 THE MODERATOR: Try and wrap it up,  
12 please.

13 MR. GALINO: I'll try to do that.  
14 Massport currently gets 4 percent of the  
15 traffic, we're supposed to get I guess 12  
16 percent now with the new runway. That's  
17 20,000 flights now. That means an increase  
18 of 60,000 flights. That's with current  
19 levels of half a million flights a year.

20 If we go to the 750,000 flights  
21 Massport's projecting or potentially a  
22 million, I've heard different numbers, you  
23 know, that means 90 to 120,000 flights over  
24 Melrose. We now get 20,000. We can't get

1 Massport to come to our community to explain  
2 how we're being impacted.

3 I would like to ask that an  
4 independent council be established to look at  
5 this issue. I've heard that there's been  
6 many studies before. I'd like this to  
7 include the citizens, the communities, have  
8 their input. I'd like to ask MEPA tonight to  
9 stop this project until such time as such a  
10 council can be put together to research all  
11 of the options, especially the mayor of  
12 Boston's suggestion about a new airport.

13 Boston is a world-class city. The  
14 citizens of Massachusetts deserve a world-  
15 class approach and long-term solution which  
16 meets its transportation needs. Thank you.

17 THE MODERATOR: Thank you very  
18 much. Now we have Roland Choquet, followed  
19 by Bill Galvin.

20 MR. CHOQUET: Good night and thank  
21 you for hearing me. My name is Roland  
22 Choquet. I come from Chelsea. I'm also a  
23 member of the CARE group, Citizens Against  
24 Runway Expansion. More than 25 communities,

T1.37

T1.38

1 as I understand it, are now involved in that,  
2 and I object to the expansion of the runways,  
3 unless you want to put it at Hanscom Air  
4 Force Base and build an airport there.

T1.38.1

5 I think it's a sensible idea to  
6 limit any further growth at Logan. It was  
7 understood with a court injunction some 25  
8 years ago that it was enough then, it's  
9 enough now, and more is not always better.  
10 You can sink a community by having too much  
11 of this sort of thing.

T1.38.2

12 There's too much noise on the idea  
13 of pollution, noise pollution. Amnesty  
14 International has declared the number one  
15 form of torture in the world to be sleep  
16 deprivation, and I'm sure there are a number  
17 of people from the communities, the 25  
18 communities that have since in the last month  
19 basically banded together to form CARE, we've  
20 heard tonight, too, that people aren't  
21 sleeping well.

22 This affects our children, it  
23 affects the people who work, and the business  
24 people ought to be concerned about that than

1           their people arriving late for a meeting.  
2           Their Massachusetts worker productivity is  
3           diminished. I know in Chelsea we have a B.U.  
4           school partnership, Boston University, and we  
5           have basically 47 nationalities in Chelsea,  
6           our school reports come out in five  
7           languages, and the children and the parents  
8           are requesting of B.U. to get the children  
9           rested. That's one of the primary  
10          requirements.

11                       Try doing that when we have  
12          currently 9,000-some flights scraping our  
13          houses a hundred feet overhead, and you can  
14          watch the planes go by your house and see if  
15          the lunch trays are up or down. It's a  
16          little too low and too loud, the noise  
17          pollution again. If children aren't  
18          sleeping, it affects their grades. Consider  
19          that as an environmental impact, a serious  
20          one at that.

21                       I think that it would be a sensible  
22          legislation to pass requiring aircraft  
23          manufacturers to reduce the level of noise  
24          permitted from the jets. What's the point of

1 this remediation on our windows? You're  
2 affecting several million people. Give them  
3 all windows, great, but you can't go outside  
4 and enjoy life. They can't play with their  
5 children. The pollution from the unburnt  
6 gases of jet exhaust has been coming down on  
7 their approach to Logan.

8 They don't combust all their gas  
9 they use in their engines. Maybe when they  
10 cool it down, they'll land, but what is that,  
11 a hundred feed over your head dumping on your  
12 house? We wash our windows in Chelsea. Two  
13 days later, there's a clear film and you  
14 can't see out of them. It's all dusty-  
15 looking.

16 We have some serious health  
17 considerations to this airport proposal. I  
18 have an alternative I'd like you to consider  
19 if it's within your power. Quickly, the idea  
20 of using Hanscom again. There's an aquifer  
21 to serve the Boston area with water from the  
22 Quabbin Reservoir. I'd like to recommend or  
23 suggest that Massport utilize Hanscom and get  
24 those blowing machines as soon as they're

T1.38.3

1 done with the aquifer, put a high-speed  
2 train, as Governor Cellucci mentioned.

3 It was a great thing to happen for  
4 the New York to Boston, run from Hanscom to  
5 the end of the Red Line, nice short trip,  
6 dedicated runway underground, won't impact  
7 communities, you don't have to go through  
8 abutting property and all that, and just have  
9 commuters land at Hanscom or take off if they  
10 wish, especially the high tech. area. We're  
11 talking about 495, 128, and Route 2.

12 Basically it would serve those  
13 commuters. Basically shuttle people back on  
14 high-speed trains so that there's no  
15 difference between landing at Logan or at  
16 Hanscom, and I think that's a possible  
17 sensible alternative to any more business at  
18 Logan.

19 As was mentioned, we have an  
20 objection to any more growth. Massport told  
21 us tonight it's not expansion but Citizens  
22 Against Runway Expansion is our group. If  
23 you add a runway, it is expansion. I'd like  
24 to argue against Massport's claim that it's

1 not. I thank you for your time and hope you  
2 consider these things for the health of our  
3 children and our workers. Thank you very  
4 much.

5 THE MODERATOR: Thank you. Next  
6 we'll have Bill Galvin, and then following  
7 him, Mr. Abbey from Roxbury.

8 MR. GALVIN: I'd like to address  
9 two issues. The first one is as to  
10 credibility, and the second one is the issue  
11 of environmental and social justice., My name  
12 is Bill Galvin. I'm a former licensed  
13 professional pilot and former general council  
14 in EOEA, but most importantly I'm the CAC  
15 representative from Charlestown.

16 On January 20th of this year,  
17 Director Blute and Massport came to  
18 Charlestown and told us three things. They  
19 first told us that it was something good for  
20 Charlestown in this document. When we asked  
21 them what it was, they couldn't tell us.

22 The second thing they told us was  
23 that there would be no negative impact from  
24 this. When it was pointed out to them that

T1.39



1       air traffic over Charlestown would triple and  
2       the magic 65 DB line would come over from  
3       Chelsea down Admiral's Hill and start  
4       crossing the Mystic River, it just stopped  
5       short of Charlestown, they put it into their  
6       computer model in the most insulting way.

7               They told us in Charlestown that it  
8       was a question of fairness, that we had to  
9       share the burden. Charlestown. Now, 50  
10      percent of Massport's -- Tobin Bridge, 24  
11      hours a day, seven days a week, like noise  
12      and air pollution covering like a big dark  
13      cloud over our poorest section of  
14      Charlestown, an 1100-unit low-income housing  
15      project and another 347 subsidized housing  
16      development, 5 or 6,000 people there.

17              So the third thing that they told  
18      us -- I lost my train of thought. I  
19      apologize. One second. They told us, one,  
20      that it was -- and then the fairness issue.  
21      They have the bridge. And the last thing, we  
22      have 50 percent of Massport's seaport. We  
23      have the cars that come in to Boston Harbor.  
24      Massport's very proud of the fact that it has

1 a capacity for 220,000 cars. Averaging ten  
2 cars per truck, big noisy trucks that carry  
3 these cars, that's 44,000 truck trips in and  
4 out of Charlestown, one little square mile,  
5 in a given year.

6 Now, over in East Boston, in  
7 Revere, in Winthrop, 4400 houses are sound-  
8 insulated. This new proposal suggests that  
9 Chelsea, the poorest city in the state, get  
10 1100 homes sound-insulated. Massport has a  
11 choice. They own two airports, Logan and  
12 Hanscom. There's a perception that the folks  
13 in Lincoln and Lexington and Concord, the  
14 affluent and powerful communities, are being  
15 spared. There are no houses, no households,  
16 in Lincoln or Lexington or Concord or Bedford  
17 that we know that are sound-insulated. So  
18 where is the fairness and where is the  
19 justice?

20 THE MODERATOR: Try to wrap it up,  
21 please.

22 MR. GALVIN: This is my final  
23 comment. Two years ago, I chaired a Massport  
24 meeting on the Tobin Bridge. They were

T1.39.1

1 sandblasting and painting because the last  
2 time they had done it, some of our children  
3 were poisoned with lead paint. They said  
4 they were going to monitor it.

5 So they came to this meeting with  
6 their environmental consultant, their expert  
7 on locating this monitor. He suggested  
8 putting it further away from the bridge in  
9 the Bunker Hill housing project. He  
10 suggested putting it further away from the  
11 bridge at our Head Start school and its  
12 accompanying playground, and more  
13 importantly, he wanted it put to the west of  
14 the bridge.

15 So I suggested to him that the  
16 prevailing winds were from the west,  
17 southwest, and northwest, and he said, the  
18 Massport-paid environmental expert said, in  
19 Boston, all these winds average out over the  
20 course of a year. Two months later, I was in  
21 this room at a CAC meeting. Now when it  
22 served Massport's purpose to have this  
23 northwest wind direction that's the subject  
24 of this report, now all of a sudden Massport

1 came up with documents that said twice as  
2 much wind came from the west than the east.

3 So if Massport is willing to lie,  
4 willing to deceive through experts and  
5 consultants and reports, when children's  
6 health is at stake, I suggest to you you  
7 should examine and question every assertion  
8 and every alleged fact in that report because  
9 they cannot be trusted. Thank you.

10 THE MODERATOR: Thank you. Next is  
11 Dovi Abbey.

12 MR. ABBEY: Good evening. My  
13 thanks for staying. My name is Dovi Abbey.  
14 I represent Roxbury on the CAC, the Citizens  
15 Advisory Committee to Massport, and we just  
16 had a meeting last week with Massport. The  
17 newspaper article came out and heard what the  
18 community had to say. There was an  
19 overwhelming no, clear and loud, to 14/32 and  
20 to runway 27.

21 But clearly, all of us in the  
22 community minus one or two, we all are  
23 unequivocally opposed to runway 14/32. The  
24 main reason we believe it's a bad idea for

T1.40

T1.40.1

1 the city of Boston, and I've looked at many  
2 other cities with the magnitude of Boston.  
3 They do not fly without permission.

4 The airport that serves Paris are  
5 away from the city. The gentleman from  
6 Arthur D. Little was here earlier. He said  
7 colleagues are not flying downtown Paris, and  
8 there's absolutely nothing wrong with that.  
9 Business people do not have the god-given  
10 right to fly into downtown Boston.  
11 Communities in this area have a right to  
12 remain silent and quiet. We can't talk to  
13 our neighbors.

14 Boston is not a collection of  
15 runways. It is, first and foremost, a city  
16 with people, a history, a place to be  
17 preserved. Economic activity is not  
18 justification for a great city in severe  
19 disruption of the city, of its inhabitants.  
20 The high tech. over here might be mistaken.  
21 To all of them involved in high tech. have an  
22 airport that has two terminals. San Jose has  
23 two terminals A and B, period. Logan has an  
24 airport that has five terminals.

T11.40.1  
(cont.)

1           In Roxbury, we have a tremendous  
2           burden right now put on us. Sometimes planes  
3           are 18 hours a day, and for up to five to six  
4           consecutive days, that is not conducive to  
5           economic health. I don't think the city of  
6           Boston can afford any more flights. People  
7           will desert the city for the sake of  
8           accommodating more passengers. Those can't  
9           be accommodated reasonably, economically, and  
10          especially with the consequence of a well-  
11          planned, well thought out approach. ,

12                 Yes, there are international  
13          flights and I am addressing that in  
14          particular, because if you look at the  
15          report, Massport is saying that that was one  
16          of the fastest-growing segments. There were  
17          no international flights from any other  
18          airport in this area. It is not acceptable.

19                 THE MODERATOR: Try and wrap it up,  
20          please.

21                 MR. ABBEY: Sure. So let me just  
22          say that I urge you respectfully, MEPA, to  
23          avoid this. It also smacks of -- this battle  
24          was fought in 1970 and lost by Massport.

1 This is no time to fight the battle of the  
2 1970s. We should try to get into the 21st  
3 Century. It's coming, a year away, and I  
4 think that should be the main focus. To use  
5 a very sad analogy, let's not turn Boston  
6 into Baghdad. Thank you.

7 THE MODERATOR: Thank you, Mr.  
8 Abbey. Is Tom Payton still with us?

9 MR. PAYTON: I sure am.

10 THE MODERATOR: As Mr. Payton  
11 approaches the microphone, is there anybody  
12 else in the audience that remains that signed  
13 up that still wishes to speak whom I didn't  
14 call? Anybody else who wants to speak and  
15 didn't sign up? All right. Mr. Payton, you  
16 have the honor of being our last commenter  
17 this evening.

18 MR. PAYTON: Great, and hopefully  
19 not the least. It's Todd Payton, P-A-Y-T-O-  
20 N. I live at 107 Roxbury. I am right under  
21 runway 27's flight path. That was changed so  
22 mysteriously a couple of years ago but I'm  
23 not going to talk about that now.

24 But I just want to go on record as

T1.41



1 saying that that is a serious issue for that  
2 bay, and I hope that they will revisit that  
3 issue to look at and monitor what's going on  
4 with that, because I really believe that  
5 there are shenanigans going on.

6 The second thing I want to say is,  
7 runway 14/32 cannot go through. Eighteen  
8 thousand flights over my home right now.  
9 They're talking about going up to 67, 80,  
10 depending on who you listen to. Under no  
11 uncertain circumstances can the communities  
12 of color, of Roxbury, which already has 50 to  
13 300 times the disease and death rates, can  
14 take another added stressor of noise and air  
15 pollution. We can't take it.

16 Having that runway go over our  
17 neighborhood is going to increase our death  
18 rates. I don't care how many people got to  
19 stand up and wait to come into Boston. I'm a  
20 business person. I'm a business owner. I  
21 fly to the airport. If it means people not  
22 dying, I'll travel five hours to get on an  
23 airplane.

24 I hope that we are not going to

T1.41.1

1 take these business communities' solutions  
2 for how they want to increase the livability  
3 or their bottom line. It cannot equate with  
4 quality of life. Massport has not done a  
5 good job as a good neighbor. You have the  
6 power, you have the authority to tell them,  
7 no more, no more. If you can't do that, as  
8 they say, no justice, no peace. No justice,  
9 no peace. Please, make sure these people  
10 live up to what they're supposed to do by  
11 taking care of me. Thank you.

12 THE MODERATOR: Thank you, Mr.  
13 Payton. You were under time. I would have  
14 allowed you more time. We're not going to  
15 borrow time for anybody else. That's one of  
16 the ground rules. There being no other  
17 people who want to make comments, then I will  
18 declare this hearing closed.

19  
20 (The hearing concluded at 10:15  
21 p.m.)  
22  
23  
24

## CERTIFICATE

I, Peter J. Wood, do hereby certify that the foregoing record, Pages 1 through 179, is a complete, accurate, and true transcription of my stenomask tapes taken in the aforementioned matter to the best of my skill and ability.



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PETER J. WOOD

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# Transcript 1.01

## MA State Representative Bruce Ayers

Code	Topic 1	Topic 2	Comment	Response
T1.01.1	Regional Transportation	Regional Airports	...they [Massport] have not fully examined the alternatives to the airport expansion like Hanscom Field and Worcester Airport; (whereas), other transportation accesses like regional airports Green in Rhode Island and Manchester in New Hampshire;....	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.
T1.01.2	Alternatives	Peak Period Pricing	...other management tools that could be used to alleviate delays such as peak period management programs;....	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR contain an analysis of PPP as a demand management alternative at Logan Airport. The analysis indicates that PPP is an effective option when airlines schedule beyond the normal hourly operating capacity of the airport. See Section 4.5 of the Supplemental DEIS/FEIR.

Code	Topic 1	Topic 2	Comment	Response
T1.01.3	Noise	Runway Use	...operation of the new runway would severely impact several neighborhoods in my district in the city of Quincy, especially Squantum, West Quincy, North Quincy, Montclair, Houghes Neck, Merrymount, Wollaston.	In 1998, 77 percent of Logan Airport's jet traffic affected communities to the north and south of the airport—East Boston, Winthrop, Revere, parts of South Boston, Dorchester, Quincy, Milton, and Braintree. Without Runway 14/32, as much as 88 percent of Logan Airport's aircraft operations will overfly these communities when Logan Airport reaches 37.5 million passengers. Construction of Runway 14/32 will allow a more balanced geographic distribution of aircraft operations over populated areas, will increase the number of over-water operations, and will reduce noise exposure for close-in communities. In fact, the most heavily impacted communities will experience a decrease in overflights compared to 1998 levels. With the Preferred Alternative, when Logan Airport reaches 29 million passengers, overflights from Runway 4 arrivals and Runway 22 departures, which affect South Boston, Quincy, Milton, and Braintree, will decrease from 107,861 in 1998 to 58,305 operations. Similarly, overflights affecting Winthrop (Runway 27 arrivals and Runway 9 departures) will decline from 88,224 in 1998 to 55,805. As a result of the relief for these communities, flights over the water and flights over less impacted communities will increase. With Runway 14/32, the over-water procedure (Runway 14 and Runway 15 departures, Runway 32 and Runway 33 arrivals) becomes the most used set of runways with operations increasing from 34,222 in 1998 to 82,965. Overflights affecting the South End, parts of South Boston, and Roxbury (Runway 27 departures) will increase from 20,356 to 41,974, making this the fourth most used procedure, up from fifth in 1998. Overflights affecting Chelsea, the Eagle Hill section of East Boston, Everett, and Somerville (Runway 33 departures and Runway 15 arrivals) will increase from 9,804 to 35,801. This will become the fifth most used procedure, up from the sixth, or least used procedure in 1998. Also refer to Section 4.6 of the Supplemental DEIS/FEIR for a discussion of runway use and to Section 6.2 of the Supplemental DEIS/FEIR for a discussion of noise impacts.



Code	Topic 1	Topic 2	Comment	Response
T1.01.4	Environmental Review Process	Public Process	...Massport has not come out and asked the city of Quincy to have or to hold a public meeting.	<p>There was an extensive public participation and review process during the preparation of the Draft EIS/EIR. Public comments were received on the ENF after it was filed during the summer of 1995. In the fall of 1995, several public scoping sessions were held to provide community input to the subsequent state and federal scopes for the project. To assure that the Airside analysis was conducted with awareness and input from all concerned parties, the Massport Board established the Airside Review Committee (ARC), which consists of the Community Advisory Committee (with representatives from 24 communities surrounding Logan Airport), and 11 businesses and industry organizations. Massport also funded independent consultants for the CAC to provide them with the capacity to professionally assess the analysis and conclusions of the Airside Study. Between 1995 and 1999, Massport held 16 meetings with the ARC, an additional 15 meetings with just the CAC, and several meetings with the CAC consultants. In addition, Massport made 29 presentations to elected officials, most of whom represent Logan Airport's neighboring communities, and Massport held 45 meetings with community and business leaders, reaching an audience of more than 3,000 people. During the public comment period on the Draft EIS/EIR, the FAA held two public hearings.</p> <p>In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.</p>
T1.01.5	Environmental Review Process	FAA/NEPA	...request that the Federal Aviation Administration withdraw its support for the expansion until these questions [submitted written testimony] are addressed and answered.	Comment noted.





# Transcript 1.02

## Winthrop Board of Selectman, Robert L. Driscoll, Jr.

Code	Topic 1	Topic 2	Comment	Response
T1.02.1	Alternatives	Runway 14/32	...we don't believe the EIS/EIR looks at all of the total cumulative impacts of building 14/32, and building the center taxiway.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR analyze the environmental impacts of the Airside Project, consistent with established federal and state scoping directives. Appropriate mitigation associated with the Airside Project has also been established. Massport has programs in place to reduce the environmental impacts associated with Logan Airport as a whole. These initiatives are described in the <i>Logan Airport ESPR</i> and its updates.
T1.02.2	Alternatives	Runway 14/32	...between the PRAS goals not having been met and with the fact that there's no accountability for meeting these runway objectives, that leads the town to conclude that this is not a good alternative.	Chapter 8 of the Supplemental DEIS/FEIR discusses a PRAS monitoring program designed to provide more information on performance relative to the PRAS goals and more accountability.



# Transcript 1.03

## MA Aeronautics Commission,

### Steve Muensch

Code	Topic 1	Topic 2	Comment	Response
T1.03.1	Alternatives	Preferred Alternative	We urge you to approve the air side improvements proposed by Massport. They are necessary to insure a safe and efficient New England airport system to serve scheduled passengers....	Comment noted.
T1.03.2	Alternatives	Peak Period Pricing	...we oppose efforts to artificially constrain demand for the employment of peak hour pricing or peak period pricing.	Comment noted.



# Transcript 1.04

## Greater Boston Chamber, Paul Guzzi, President and Chief Executive Officer

Code	Topic 1	Topic 2	Comment	Response
T1.04.1	Purpose and Need	Delay	The Chamber as well as other business organizations is supportive of both the Runway 14/32, and, as well, we are supportive of regional solutions and expansion of capacity on a regional basis.	Comment noted.





# Transcript 1.05

## City of Boston Environmental Services, Andrea D'Amato

Code	Topic 1	Topic 2	Comment	Response
T1.05.1	Ground Transportation	Access to Logan	Massport's environmental impact statement report addresses none of this [traffic]. It is incomplete because it avoids the land side impact of airport growth.	The Preferred Alternative is not expected to lead to an increase in passenger demand, and therefore, it will have no effect on congestion or delays on Boston area highways.



# Transcript 1.06

## City of Somerville, Thomas Fontacella

Code	Topic 1	Topic 2	Comment	Response
T1.06.1	Land Use	Landside Improvements	...it [the EIS/EIR] is inadequate in one key area...the land side improvements that are proposed for the airport are not coordinated with this document.	<p>The purpose of the Airside Improvements Planning Project is to reduce current and projected levels of airfield congestion and delay and to enhance the safety of aircraft operations at Logan. Massport's proposed landside improvements are planned to enhance the efficiency of passenger processing, and include terminal modernization, as well as roadway, parking and service area improvements. The landside projects will not affect the design or implementation of the Airside Project, which has independent utility, nor will the Airside Project improvements affect the design or implementation of any of the landside projects. All airside and landside projects, where required, will continue to be the subject of separate comprehensive environmental analysis by project proponents in accordance with federal and state regulations.</p> <p>As expressed in the May 7, 1999 EOECA Certificate, Massport's Environmental Planning and Status Report (ESPR, formerly GEIR) process "is expected provide a big picture cumulative impact analysis of Logan operations, impacts and mitigation. It complements the project-specific EIRs," such as this one for the Airside Improvements, "helps to focus the review process of individual EIRs, and ensures that segmented project review does not occur in the context of MEPA review at Logan Airport."</p>



# Transcript 1.07

## Town of Hull, Phillip E. Lemnios, Town Manager

Code	Topic 1	Topic 2	Comment	Response
T1.07.1	Alternatives	Runway 14/32	The town of Hull is opposed to this runway...an increase of about 50,000 flights over our community if this runway were to be built.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Hull is affected by the use of Runway 33/32 arrivals. The total number of aircraft arriving to the northwest does increase with construction of the runway, but this is due to the PRAS goals more than any other factor. Since the Runway 33 arrivals that impact Hull approach primarily over water, and since Hull is further from the airport than those communities impacted by arrivals to Runway 15L/R, 4L/R, or 22L/R, the PRAS goals call for 42 percent of the equivalent arrivals to operate in this direction. Runway 33 arrivals accounted for approximately 27 percent of the equivalent arrivals in 1998, and since Logan Airport has a limited capacity in this direction, the northwest configuration has been underutilized as demand has increased over the years. Construction of the runway allows better achievement of the agreed-upon PRAS goals, but even with Runway 14/32, the equivalent arrivals in the Runway 33/32 direction never reach the goal of 42 percent under any fleet scenario or alternative.
T1.07.2	Purpose and Need	Delay	The FAA says 3.18 percent, the Department of Transportation has a blended rate of 20-plus percent. Massport, for this particular document, came up with a whole new way of measuring delay...What exactly is the rate of delay? There is nothing in the report that said what is an acceptable rate of delay.	<p>Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport.</p> <p>The FAA Technical Center was responsible for the capacity and delay results in the 1992 FAA Capacity Enhancement Report for Logan Airport that concluded the need for Runway 14/32, reduced minimums and taxiway improvements. The Technical Center simulated Logan Airport airfield operations with the RDSIM model and estimated that when activity reached 504,000 annual operations, total delay would exceed 260,000 hours per year. The Airside Project Draft EIS/EIR forecasts delays to increase to 157,500 hours per year when annual operations reach 510,000 with the 29M Low Fleet scenario. The Supplemental DEIS/FEIR compares the FAA Technical Center delay estimates in 1992 with those of the Logan Airside Project estimates. The FAA has concluded that the Airside delays represent "a plausible and conservative estimate...."</p> <p>The FAA consistently rates Logan Airport as one of the most delay prone airports in the United States Logan Airport's estimated annual delay hours are over five times the FAA's 20,000-hour threshold for a severely delayed airport.</p>

Code	Topic 1	Topic 2	Comment	Response
T1.07.3	Purpose and Need	Airport Operations	There's nothing in the report that says how many flights can this facility handle, period. What is the ultimate capacity of this facility?	Airport capacity depends on fleet mix, weather conditions, runway assignments and other factors. The maximum sustainable capacity at Logan Airport uses Runways 4L, 4R & 9 under VFR weather conditions and can handle an average of 120 arrivals and departures per hour. For short periods, the flow may be greater or less than this rate, but the sustainable capacity does not exceed 120 operations per hour. Proposed airside improvements, including Runway 14/32 and reduced instrument approach minimums, are intended to increase the flexibility of available configurations in various operating directions, which can better meet this existing level of demand.
T1.07.4	Purpose and Need	Delay	...there's no discussion in the report as to the causes of delay.	Delays occur when wind or weather conditions require the use of configurations with fewer than three active runways, when poor weather requires increased separation distances between aircraft, or when airlines schedule more flights than Logan Airport can handle. The Airside Project addresses delays from constraints at Logan Airport. Section 1.4 and Appendix C of the Supplemental DEIS/FEIR also contains a detailed discussion of the FAA and U.S. DOT delay measures and historical data, along with comparisons of Logan Airport delays within the context of delays at other United States airports.



# Transcript 1.08

## CAC Quincy Rep. Bernice Mader

Code	Topic 1	Topic 2	Comment	Response
T1.08.1	Environmental Review Process	FAA/NEPA, MEPA	...Massport has violated both the spirit and the regulations of the EPA, MEPA, and the FAA, as well as a sense of fair play and environmental justice.	<p>The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999.</p> <p>In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental DEIS to address specific issues identified by the FAA following input from an Panel consisting of six persons. At the FAA's direction, three Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Draft EIS/EIR, and a series of 15 visual and written presentations from the Airside Project's technical consulting team and other independent industry experts.</p>
T1.08.2	Analysis Assumptions/ Methodologies	Base Year	Massport has used outdated and worst case scenario data.... The year 1993 was an aberrant year for Massport.	The projections of future airfield delays at Logan Airport are not based on analysis and modeling of delays which occurred during 1993. The analysis for 1993 was included in the Airside Project Draft EIS/EIR to provide historical perspective to the delay problem at Logan Airport and for use in model calibration. The analysis contained in the Supplemental DEIS/FEIR has been updated to include modeled delay results for 1998 to provide more current context to airfield conditions at Logan Airport. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a description of the delay analysis and discussion of current and future delays at Logan Airport.
T1.08.3	Purpose and Need	Airfield Capacity	One of the things that Massport never does in its study is it never examines Logan Airport itself as it is right now...the real problem is at the airport, and that is the size of the airport...no 5,000-foot unidirection commuter runway can address Logan Airport's overwhelming shortcomings.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.



Code	Topic 1	Topic 2	Comment	Response
T1.08.4	Alternative	Preferred Alternative	...Massport ...[is] inadequately addressing the whole section regarding alternatives and the way they looked at them.	<p>The improvement concepts evaluated in the Airside Project Analysis evolved from prior studies including the FAA's <i>Logan Capacity Enhancement Plan</i> (October 1992); the <i>Logan Runway Incursion Mitigation Plan/Taxiway Relocation Study</i> (December 1993); the <i>Logan Final GEIR</i> (July 1993); and the <i>Logan Airside Improvements Feasibility Study, Phase 1 Report</i>, published in July 1995. The FAA evaluated a numerous physical, operational, and administrative concepts for reducing Logan Airport delays in its <i>Boston Logan International Airport Capacity Enhancement Plan</i>. The FAA recommended several improvement concepts, including unidirectional Runway 14/32, for further study. These improvement concepts, as well as concepts from other studies, were individually examined by Massport in the <i>Logan Airside Feasibility Study</i>, published in July 1995. Based on the Feasibility study, some concepts were rejected and the most promising concepts were combined into the Alternatives considered in the Airside Project Draft EIS/EIR. The alternatives analysis in the Airside Project Draft EIS/EIR is consistent with state and federal scoping directives for the Airside Project. The results of the Airside analysis indicate that alternatives that include unidirectional Runway 14/32 provide the most benefit in terms of delay reduction and ability to achieve PRAS goals.</p>

Transcript 1.09

Aero Club of New England, David W. Graham

Code	Topic 1	Topic 2	Comment	Response
T1.09.1	Purpose and Need	Airfield Capacity	It is our [Aero Club of New England] opinion that Boston Logan Airport desperately needs runway 14/32.	Comment noted.



# Transcript 1.10

## Private Citizen: David Osborn

Code	Topic 1	Topic 2	Comment	Response
T1.10.1	Noise	PRAS	The distribution [of noise impacts....is] not a solution.	<p>The goals of the Airside Project are to reduce delay, increase the airport's efficiency, and improve airfield safety in an environmentally responsible manner.</p> <p>Unidirectional Runway 14/32 would also give the controllers considerably more flexibility and allow them to improve achievement of PRAS goals, and redirect many flights to overwater routes. During very high demand periods, the controllers currently have little or no flexibility for runway selection. The addition of Runway 14/32 would be the single most important mechanism to achieve equitable geographic distribution of aircraft operations. Massport and the FAA are committed to the PRAS system and have been making improvements since 1982.</p>
T1.10.2	Air Quality	NAAQS	Where are the 2 1/2 million pounds of pollutants, emissions, toxins going that these aircraft put out into the air every single year?	<p>Emissions from activities at Logan Airport disperse in a variety of ways: heavy particles are likely to return to the ground close to the source, while finer particulate matter is likely to become suspended and transported, depending on meteorological conditions. Likewise, gases can be very stable, or they can be very reactive and undergo numerous chemical changes. In any case, the results of the air quality analysis indicate that the concentrations of pollutants will remain well within the NAAQS.</p>
T1.10.3	Water Quality	Stormwater	To what extent has Massport played a part in the pollution of Boston Harbor... To what extent have they played a part in the chemical de-icing facilities that have been ongoing for decades; where does that go?	<p>Massport water quality monitoring indicates that airfield runoff generally meets applicable water quality standards and that deicing activities have not had an adverse impact on harbor water quality. Results of ongoing water quality monitoring and compliance with applicable discharge permits are reported on annually in the Logan Airport ESPR (previously GEIR) and its Annual Updates.</p> <p>That many of the shellfish beds in the intertidal areas surrounding Logan Airport have recently been reopened to commercial diggers indicates that the airfield is not having an adverse impact on those sensitive aquatic resources.</p>



Transcript 1.11

Massachusetts Business Round Table,

Christopher Good

Code	Topic 1	Topic 2	Comment	Response
T1.11.1	Alternatives	Runway 14/32	For reasons of job creation, competitiveness, quality of life, and economic growth, the Massachusetts Business Round Table strongly supports the opening of runway 14/32 and the creation of the new taxiway.	Comment noted.





# Transcript 1.12

## Private Citizen: Christopher Blacker

Code	Topic 1	Topic 2	Comment	Response
T1.12.1	Air Quality	NAAQS	...[The EIS/EIR] should have added something that...about the air quality....	Current air quality conditions are discussed in Section 5.4 of the Supplemental DEIS/FEIR, and air quality impacts associated with the Airside Project are presented in Section 6.4 of the Supplemental DEIS/FEIR.



# Transcript 1.13

## Massachusetts High Technology Council, Christopher Anderson

Code	Topic 1	Topic 2	Comment	Response
T1.13.1	Purpose and Need	Delay	...the high tech. council vigorously supports the well-thought out Massport Authority's proposal to reduce delays at Logan Airport.	Comment noted.



# Transcript 1.14

## Private Citizen: Arthur Hartnet

Code	Topic 1	Topic 2	Comment	Response
T1.14.1	Delay	Model	...the number of hours of delays that have been presented to you tonight as 121,000 hours of delay from Massport's modeling...is not supported by the FAA's own figures.	<p>Refer to Section 4.4 of the Supplemental DEIS/FEIR for a discussion on the estimation and modeling of flight delays. It includes a description of FAA and U.S. DOT delay measures and their limitations, an explanation of computer models for estimating flight delays, and historical data on delays at Logan Airport and other major United States airports. The methodology used for the Airside Project includes the effects of constraints at Logan Airport, and produces lower delay estimates than FAA modeling. The FAA approved all the models, which have been validated in previously published studies of Logan Airport.</p> <p>The FAA Technical Center was responsible for the capacity and delay results in the 1992 FAA Capacity Enhancement Report for Logan Airport that concluded the need for Runway 14/32, reduced minimums and taxiway improvements. The Technical Center simulated Logan Airport airfield operations with the RDSIM model and estimated that when activity reached 504,000 annual operations, total delay would exceed 260,000 hours per year. The Airside Project Draft EIS/EIR forecasts delays to increase to 157,500 hours per year when annual operations reach 510,000 with the 29M Low Fleet scenario. The Supplemental DEIS/FEIR compares the FAA Technical Center delay estimates in 1992 with those of the Logan Airside Project estimates. The FAA has concluded that the Airside delays represent "a plausible and conservative estimate...."</p> <p>The FAA consistently rates Logan Airport as one of the most delay prone airports in the United States. Logan Airport's estimated annual delay hours are over five times the FAA's 20,000-hour threshold for a severely delayed airport.</p>
T1.14.2	Delay	Model	Within the ten-year period, the number of hours of delay...will overwhelm this airport....	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
T1.14.3	Alternatives	Runway 14/32	Also, if this runway is built, runway 27 will see a dramatic increase in the number of operations... Runway 27 (which) will see a four-fold increase in just departures when runway 14/32 is built.	The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals. The total number of departures from Runway 27 (over South Boston, Roxbury, and Jamaica Plain) would increase, but the number of equivalent jet operations would remain essentially the same. The difference in these communities would be fewer nighttime operations and more daytime operations but the same noise impacts.

Code	Topic 1	Topic 2	Comment	Response
T1.14.4	Noise	PRAS	With the ...excessive number of operations that are coming into this airport, PRAS goals as they were designed in the early '70s will never be achieved....	During very high demand periods, the controllers have little or no flexibility for runway selection and PRAS recommends an appropriate runway configuration given the extant demand. Unidirectional Runway 14/32 would give the controllers considerably more flexibility and allow them to improve achievement of PRAS goals. The Supplemental DEIS/FEIR demonstrates that the controllers have been improving performance with respect to PRAS recommendations. Section 8.5 of the Supplemental DEIS/FEIR contains methods for more comprehensive monitoring of PRAS. These methods will be implemented as part of the mitigation program for the Airside Project.
T1.14.5	Alternatives	Taxiway Improvements	...the center field taxiway is going to be a conduser to have more operations on the north-south runways because you're going to be able to get the aircraft off and on to these runways in a much quicker fashion.	The taxiway improvements are designed to improve ground movement efficiency and safety, and to reduce taxiing delays; thereby reducing associated noise and emissions. When using Runways 22L/R for departures, the Centerfield Taxiway would provide an alternate taxi route for Runway 22L departures to bypass the queue for Runway 22R, thereby reducing taxiway congestion and associated noise and emissions. Runway 22L departures represent less than ten percent of the total departures. Under existing conditions, aircraft needing to depart on Runway 22L (typically heavy jets, such as 747s with long takeoff distance requirements) must wait in the queue on Taxiway November with aircraft departing on Runway 22R. With the Centerfield Taxiway, aircraft departing on Runway 22L could depart quickly after reaching the runway end, and the number of aircraft queuing on Taxiway November should decline. Also, the aircraft on the Taxiway November should be smaller, implying lower noise and air quality emissions. With the addition of Runway 14/32, use of Runways 22R and 22L for departures would decline.
T1.14.6	Regional Transportation	Regional Airports	...more airports would be beneficial, more regional airports with a greater number of operations so that there was a more equitable and environmentally-justifiable operation.	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.



# Transcript 1.15

## Private Citizens: Arthur D. Little, Albert Sherman

Code	Topic 1	Topic 2	Comment	Response
T1.15.1	Regional Transportation	Regional Airports	I support those people who have argued for regional solutions.	<p>Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of regional alternatives to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of regional alternatives to Logan Airport. In the Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport</p>





# Transcript 1.16

## Private Citizen: Ron Whalen

Code	Topic 1	Topic 2	Comment	Response
T1.16.1	Alternatives	Runway 14/32	Massport...[should] start thinking about other solutions.	<p>The improvement concepts evaluated in the Airside Project Analysis evolved from prior studies including the FAA's <i>Logan Capacity Enhancement Plan</i> (October 1992); the <i>Logan Runway Incursion Mitigation Plan/Taxiway Relocation Study</i> (December 1993); the <i>Logan Final GEIR</i> (July 1993); and the <i>Logan Airside Improvements Feasibility Study, Phase 1 Report</i>, published in July 1995. The FAA evaluated a numerous physical, operational, and administrative concepts for reducing Logan Airport delays in its <i>Boston Logan International Airport Capacity Enhancement Plan</i>. The FAA recommended several improvement concepts, including unidirectional Runway 14/32, for further study. These improvement concepts, as well as concepts from other studies, were individually examined by Massport in the <i>Logan Airside Feasibility Study</i>, published in July 1995. Based on the Feasibility study, some concepts were rejected and the most promising concepts were combined into the Alternatives considered in the Airside Project Draft EIS/EIR. The alternatives analysis in the Airside Project Draft EIS/EIR is consistent with state and federal scoping directives for the Airside Project. The results of the Airside analysis indicate that alternatives that include unidirectional Runway 14/32 provide the most benefit in terms of delay reduction and ability to achieve PRAS goals.</p>



# Transcript 1.17

## South Shore Chamber of Commerce, Kevin Cohen

Code	Topic 1	Topic 2	Comment	Response
T1.17.1	Regional Transportation	Passenger Rail	The appropriate authorities...[and] also the Commonwealth of Massachusetts and the federal government, should be...addressing those regional [transportation] problems, whether they're addressing it [them] through high-speed rail, commuter rail, [and] also through the tremendous growth we've seen at Manchester, New Hampshire and Green in Rhode Island.	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.
T1.17.2	Air Quality	Impacts	A plane that lands or takes off on time does not add avoidable pollution because they do not sit on the runway while waiting to take off, or they do not circle the city waiting to land.	Comment noted.
T1.17.3	Noise	Impacts	...the noise pollution that's happened to a lot of these communities is going to be more equally distributed, and many of those flights will be pushed over the water.	The goals of the Airside Project are to reduce delay, increase the airport's efficiency, and improve airfield safety in an environmentally responsible manner. Unidirectional Runway 14/32 would also give the controllers considerably more flexibility and allow them to improve achievement of PRAS goals, and redirect many flights to overwater routes. During very high demand periods, the controllers currently have little or no flexibility for runway selection. The addition of Runway 14/32 would be the single most important mechanism to achieve equitable geographic distribution of aircraft operations. Massport and the FAA are committed to the PRAS system and have been making improvements since 1982.



# Transcript 1.18

## Private Citizen: Elaine McGrath

Code	Topic 1	Topic 2	Comment	Response
T1.18.1	Environmental Review Process	MEPA	This draft EIS is inconsistent with both the letter and the spirit of the Environmental Policy Act. In fact, it has failed to comply with MEPA.	The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999.
T1.18.2	Noise	Runway Use	In 1993, the FAA said Logan was the sixth noisiest airport in the country. Where is that in this report?	The source of the comment is unknown. It is not mentioned in the Supplemental DEIS/FEIR.
T1.18.3	Noise	Model	...the information on environmental impact fails to assess those impacts adequately or accurately because the modeling is flawed.... The monitoring of those impacts is also inadequate...but...it's not reflected in [the EIS/EIR]...This report does not do what MEPA requires Massport to do.	<p>Differences between measured and modeled sound levels have been reported in Logan Airport's various GEIRs and Annual Updates for a number of years. Differences at close-in locations were significantly reduced in 1996 through modification of source levels to better account for over-water sound propagation and apparent use of higher engine power settings than are normally assumed in the noise model's database (Refer to Appendix F of the <i>Logan Airport 1996 Annual Update</i>).</p> <p>In 1998, differences between measured and modeled noise became even less when Massport upgraded its monitoring system and began to report noise caused only by aircraft -- a metric directly comparable to the DNL exposure levels predicted by the noise model.</p> <p>At sites having exposure levels of 60 dB or more, this improvement to the monitoring system brought measured and modeled DNL values to within 0.2 dB of each other. (Refer to Chapter 6 of the <i>Logan Airport 1999 Environmental Planning and Status Report</i>). Massport continues to investigate possible causes for remaining differences (such as from hill effects) but believes the FAA's INM noise model used in the Airside Project noise analyses accurately represents expected noise exposure.</p> <p>The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999.</p>



[illegible]



Code	Topic 1	Topic 2	Comment	Response
T1.18.7	Noise	Model	...one noise monitor was out of commission for two years...What does that do to the accuracy of the environmental impact data? Their modeling is therefore unreliable.	<p>Differences between measured and modeled sound levels have been reported in Logan Airport's various GEIRs and Annual Updates for a number of years. Differences at close-in locations were significantly reduced in 1996 through modification of source levels to better account for over-water sound propagation and apparent use of higher engine power settings than are normally assumed in the noise model's database (Refer to Appendix F of the <i>Logan Airport 1996 Annual Update</i>).</p> <p>In 1998, differences between measured and modeled noise became even less when Massport upgraded its monitoring system and began to report noise caused only by aircraft – a metric directly comparable to the DNL exposure levels predicted by the noise model.</p> <p>At sites having exposure levels of 60 dB or more, this improvement to the monitoring system brought measured and modeled DNL values to within 0.2 dB of each other. (Refer to Chapter 6 of the <i>Logan Airport 1999 Environmental Planning and Status Report</i>). Massport continues to investigate possible causes for remaining differences (such as from hill effects) but believes the FAA's INM noise model used in the Airside Project noise analyses accurately represents expected noise exposure.</p>



# Transcript 1.19

## Aircraft Owners and Pilots Association, Raoul Murrow

Code	Topic 1	Topic 2	Comment	Response
T1.19.1	Alternatives	Runway 14/32	...the unidirectional runway would solve the problems without causing the environmental problems that the community was concerned about regarding runway 14/32 in the past.	Comment noted.



# Transcript 1.20

## Private Citizen: Mary Quinn

Code	Topic 1	Topic 2	Comment	Response
T1.20.1	Noise	Model	Chelsea used to be in the noise contour map and we were taken out. Why?	Chelsea appears on the basemaps showing the noise contours for each of the fleets and alternatives studied. The community is exposed to noise either from 60 to 65 dB or from 65 to 70 dB, depending on the fleet and alternative being evaluated. Chelsea is also listed as a separate community in the tables of population counts by increment of exposure (Refer to Tables 6.2-4 through 6.2-8 and 6.2-21 of the Supplemental DEIS/FEIR).
T1.20.2	Environmental Review Process	MEPA	This [the EIS/EIR] is a flawed, skewed, and inaccurate report...[and includes] manipulated data....	The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999.



# Transcript 1.21

## Hampshire House, Thomas A. Kershaw

Code	Topic 1	Topic 2	Comment	Response
T1.21.1	Purpose and Need	Delay	The proposed Logan Airport runway 14/32 is critical to the health of Boston's future convention and business travel...and I urge the state and federal officials to move forward on the approval of this project.	Comment noted.
T1.21.2	Regional Transportation	Regional Airports	I support the development of a comprehensive regional airport system and the growth that has developed in Providence, in Manchester, and Portland....	Comment noted.





# Transcript 1.22

## Private Citizen: Phil Falcetano

Code	Topic 1	Topic 2	Comment	Response
T1.22.1	Noise	Impacts	...Any attempt to measure noise by decibels entirely misses the point that noise is not mere sound but sound as it is experienced by a living human being.	Decibels, and especially A-weighted decibels and DNL levels used throughout this document, have been specifically designed to reflect human response to noise.
T1.22.2	Environmental Review Process	MEPA	Some of Massport's EIR is not completely accurate or satisfactory. I urge you therefore to refuse their request to go ahead with this unfair and injurious scheme to inflict even more suffering and hardship on communities that already endure a disproportionate burden of noise, air pollution, and traffic.	The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999.



# Transcript 1.23

## MA State Representative Liz Malia

Code	Topic1	Topic20	Comment	Response
T1.23.1	Ground Transportation	Access to Logan	...flights and our passengers coming to Boston [will increase] by about 3.4 percent a year. ...once those people get here, what happens to them...[there is] serious congestion on the ground already....	Implementation of the Preferred Alternative would not increase capacity, but rather it would correct a series of deficiencies in the airfield geometry and operation. Massport's plans to handle the ground access requirements of future passenger levels are discussed in the <i>Logan Airport 1999 ESPR</i> (previously GEIR) and its subsequent Environmental Data Reports (Annual Updates).
T1.23.2	Regional Transportation	Regional Airports	If...the runway is built, I am concerned that we're not going to see the follow-up on the regionalization because regionalization was not discussed prior to this....	Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.
T1.23.3	Environmental Review Process	Public Process	We are very concerned about the...lack of faith involved when the Community Advisory Council was removed from the discussion process for 20 months.	Comment noted.

Code	Topic1	Topic2	Comment	Response
T1.23.2	Regional Transportation	Regional Airports	If...the runway is built, I am concerned that we're not going to see the follow-up on the regionalization because regionalization was not discussed prior to this....	<p>Logan Airport is part of a regional system of airports that includes T.F. Green/Providence, Worcester Regional and Manchester airports. Massport has long recognized that service development and increased passenger traffic at these airports are an important part of the region's long-term strategy to accommodate passenger and activity growth. Massport has actively encouraged the development of regional airports and use of other options, including high-speed rail to Logan Airport's largest market, New York. Regional service was examined in Chapter 2 of the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR. This analysis supports the conclusion that greater use of the regional airports will provide passengers within the service area of such airports with a viable alternative to Logan Airport. Since demand within Logan Airport's primary service area will remain strong, the improvements at other regional airports will not eliminate the need for airside projects at Logan Airport.</p> <p>Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.</p>
T1.23.3	Environmental Review Process	Public Process	We are very concerned about the...lack of faith involved when the Community Advisory Council was removed from the discussion process for 20 months.	Comment noted.

# Transcript 1.24

## Cape Air/Nantucket Airlines, Daniel A. Wolf, President, Cape Air

Code	Topic 1	Topic 2	Comment	Response
T1.24.1	Alternatives	Runway 14/32	...the runway [is]...a way to level the capacity of the airport regardless of wind conditions....	Comment noted.
T1.24.2	Regional Transportation	Regional Airports	I believe Massport is committed to a regional approach.	Comment noted.
T1.24.3	Environmental Review Process	Public Process	...Massport has made an effort to listen to input. Massport has made an effort to analyze this from very, very different points of view...they really have attempted to do a serious analysis here, and have attempted to listen to the communities....	Comment noted.





# Transcript 1.25

## Private Citizen: Allison Stieber

Code	Topic 1	Topic 2	Comment	Response
T1.25.1	Noise	Runway Use	A 300 percent-plus air traffic increase that Somerville would suffer if runway 14/32 is built is also dismissed by Massport as negligible...However...We [Somerville residents] know that any semblance of peace that remains for us with the use of the present flight pattern will be almost totally obliterated by the tripling of the impact that we endure already.	<p>The Day-Night Sound Level values in Somerville are less than 60 dB for the future scenarios.</p> <p>The Supplemental DEIS/FEIR projects that the Preferred Alternative would promote runway use in a manner that is more consistent with annual PRAS goals, and Somerville is affected most by Runway 33 departures and Runway 15 arrivals. Total departures from Runway 33L and arrivals to Runway 15R would increase, but many of these are non-jets. These runway operating directions are currently running well below their PRAS goals, and the unidirectional Runway 14/32 would allow the controllers to approach but still remain below the annual goals for these operations. The PRAS goals were established based on a thorough public participation process in response to community noise concerns. Additionally, by increasing the number of operations over water, Runway 14/32 would reduce the total annual hours of dwell and persistence over populated areas in accordance with short-term PRAS goals.</p>



Transcript 1.26

New England’s Economy Depends on Logan,  
Frank Gibson

Code	Topic 1	Topic 2	Comment	Response
T1.26.1	Alternatives	Runway 14/32	...I'm a strong believer in the need to complete runway 14/32 and the center field taxiway...The completion of the runway would help the utilization of Logan at all times.	Comment noted.



# Transcript 1.27

## Private Citizen: Christine Silverstein

Code	Topic 1	Topic 2	Comment	Response
T1.27.1	Environmental Review Process	Public Process	...other communities are being lobbied to support this project without having the process that they should have...there needs to be a balanced representation from our community [Nantucket].	<p>There was an extensive public participation and review process during the preparation of the Draft EIS/EIR. Public comments were received on the ENF after it was filed during the summer of 1995. In the fall of 1995, several public scoping sessions were held to provide community input to the subsequent state and federal scopes for the project. To assure that the Airside analysis was conducted with awareness and input from all concerned parties, the Massport Board established the Airside Review Committee (ARC), which consists of the Community Advisory Committee (with representatives from 24 communities surrounding Logan Airport), and 11 businesses and industry organizations. Massport also funded independent consultants for the CAC to provide them with the capacity to professionally assess the analysis and conclusions of the Airside Study. Between 1995 and 1999, Massport held 16 meetings with the ARC, an additional 15 meetings with just the CAC, and several meetings with the CAC consultants. In addition, Massport made 29 presentations to elected officials, most of whom represent Logan Airport's neighboring communities, and Massport held 45 meetings with community and business leaders, reaching an audience of more than 3,000 people. During the public comment period on the Draft EIS/EIR, the FAA held two public hearings.</p> <p>In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.</p>



Transcript 1.28

Private Citizen: Candace Collins Boden

Code	Topic 1	Topic 2	Comment	Response
T1.28.1	Alternatives	Peak Period Pricing	...if this runway is not implemented by you and you decide to consider peak period pricing, we are in jeopardy of losing our service airline which is Cape Air. Our airport is very vital to Provincetown.	Section 4.5 of the Supplemental DEIS/FEIR provides an analysis of a PPP exemption program designed to protect services to small communities that are most reliant on Boston (Logan Airport) for access to the national air transport system. The analysis examines the impact that an exemption program would have on the delay reduction benefits associated with PPP. It concludes that an essential level of air service in the peak period can be exempted from the peak period surcharge without a material impact on the delay reduction benefits. This exemption program includes all the Cape Cod communities currently served by Logan Airport, as well as other small communities in New England.





# Transcript 1.29

## Air Impact Relief Inc.,

### Peter Koff

Code	Topic 1	Topic 2	Comment	Response
T1.29.1	Alternatives	Runway 14/32	...the benefits of the proposed runway, the degree to which it will affect the delay problem are greatly overstated in the reports....	The benefits of Runway 14/32 are significant: (1) It provides a third runway for operations during northwest winds; (2) it reduces total annual delay by 27 to 37 percent (Preferred Alternative vs. the No Action Alternative); (3) it reduces delays during VFR conditions by 47 to 57 percent (Preferred Alternative vs. the No Action Alternative); (4) it allows controllers to separate aircraft of differing size classes during northwest winds; and (5) it increases the controllers' ability to achieve PRAS goals.
T1.29.2	Cumulative Impacts	Socio-economic	...the impacts on the surrounding communities are substantially understated.	The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999.
T1.29.3	Noise	Model	Other problems...[that] exist with the report are the use of old data.	The projections of future airfield delays at Logan Airport are not based on analysis and modeling of delays which occurred during 1993. The analysis for 1993 was included in the Airside Project Draft EIS/EIR to provide historical perspective to the delay problem at Logan Airport and for use in model calibration. The analysis contained in the Supplemental DEIS/FEIR has been updated to include modeled delay results for 1998 to provide more current context to airfield conditions at Logan Airport. Refer to Section 4.2 of the Supplemental DEIS/FEIR for a description of the delay analysis and discussion of current and future delays at Logan Airport.
T1.29.4	Regional Transportation	Regional Airports	In terms of alternatives, they haven't been adequately examined. I specifically call attention to the letter that I wrote on behalf of my client, Airport Impact Relief in October of 1997...We did not receive one response to this letter.	The improvement concepts evaluated in the Airside Project Analysis evolved from prior studies including the FAA's <i>Logan Capacity Enhancement Plan</i> (October 1992); the <i>Logan Runway Incursion Mitigation Plan/Taxiway Relocation Study</i> (December 1993); the <i>Logan Final GEIR</i> (July 1993); and the <i>Logan Airside Improvements Feasibility Study, Phase 1 Report</i> , published in July 1995. The FAA evaluated a numerous physical, operational, and administrative concepts for reducing Logan Airport delays in its <i>Boston Logan International Airport Capacity Enhancement Plan</i> . The FAA recommended several improvement concepts, including unidirectional Runway 14/32, for further study. These improvement concepts, as well as concepts from other studies, were individually examined by Massport in the <i>Logan Airside Feasibility Study</i> , published in July 1995. Based on the Feasibility study, some concepts were rejected and the most promising concepts were combined into the Alternatives considered in the Airside Project Draft EIS/EIR. The alternatives analysis in the Airside Project Draft EIS/EIR is consistent with state and federal scoping directives for the Airside Project. The results of the Airside analysis indicate that alternatives that include unidirectional Runway 14/32 provide the most benefit in terms of delay reduction and ability to achieve PRAS goals.

Code	Topic 1	Topic 2	Comment	Response
T1.29.5	Environmental Review Process	Public Process	...under the Airport Act, 49 United States Code, Section 47-106. The interests of the community have not been given fair consideration...Protection and enhancement of the environment, inter-modal planning requirements of federal law, and...Section 47-101 have not been followed.	The extensive analysis in the Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, and related public comment opportunities, demonstrate that Massport and FAA have complied with applicable Federal law requirements. The Final EIS and Federal Record of Decision will make final appropriate findings as required by Federal law.
T1.29.6	Environmental Review Process	MEPA	Given the lack of accurate information and the inadequacies, we ask that the secretary find the report to be inadequate and require a new draft, and we urge the FAA to withdraw its support of this project.	<p>In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.</p> <p>The Secretary of Environmental Affairs found that "...the Draft Environmental Impact Report (DEIR) submitted on this project adequately and properly complies with the Massachusetts Environmental Policy Act...". Refer to the Certificate of the Secretary of Environmental Affairs on the DEIR, dated May 7, 1999.</p>

Transcript 1.30

Cape Air/Nantucket Airlines,  
Charles Carrera

Code	Topic 1	Topic 2	Comment	Response
T1.30.1	Alternatives	Runway 14/32	We rise in support tonight of the series of air side improvements that are currently being proposed by Massport.	Comment noted.



Transcript 1.31

Logan Airlines Management Council,

Enrique Miranda

Code	Topic 1	Topic 2	Comment	Response
T1.31.1	Alternatives	Runway 14/32	...the cargo subcommittee strongly supports the Logan air side improvement project.	Comment noted.





# Transcript 1.32

## Private Citizen: Arthur Krolman

Code	Topic 1	Topic 2	Comment	Response
T1.32.1	Alternatives	Runway 14/32	...to better satisfy the aims of the National Environmental Policy Act and the Massachusetts Environmental Policy Act, the scope of the EIR/EIS should address the possible future implementation of bi-directional use.	<p>The Runway 14/32 concept under review in the Supplemental DEIS/FEIR allows unidirectional operations only (<i>i.e.</i>, all aircraft arrivals would occur over Boston Harbor to the Runway 32 approach and all departures would initiate from the Runway 14 heading out over Boston Harbor). State approval under MEPA and federal approval under NEPA will allow Runway 14/32 to proceed only on a basis consistent with the stated unidirectional limitations. Consistent with any such approvals, Massport will light and stripe Runway 14/32 to accommodate unidirectional operations only.</p> <p>Furthermore, the location of proposed Runway 14/32 involves physical limitations that reinforce the unidirectional requirements of that improvement concept. The Hyatt Hotel and Conference Center, which is 174 feet high, is within 1,300 feet of the Runway 14. The location of the Hyatt Hotel and Conference Center invades applicable FAA approach surface glide slope requirements, thereby precluding arrivals from the west to the Runway 14. Another factor limiting westerly operations on Runway 14/32 is the lack of available facilities to allow aircraft to taxi to the Runway 32.</p> <p>The unidirectional limitations of Runway 14/32 allow maximum use of over-water operations and thereby limit operational impacts over residential areas. To strictly reinforce these important environmental benefits, Massport has designated the intended unidirectional limitation on Runway 14/32 as a mitigation measure. Refer to Section 8.7 of the Supplemental DEIS/FEIR Draft Section 61 Findings, and the discussion in Section 8.5 of the Supplemental DEIS/FEIR regarding enforcement of unidirectionality of Runway 14/32.</p>



# Transcript 1.33

## Private Citizen: Alan Wright

Code	Topic 1	Topic 2	Comment	Response
T1.33.1	Alternatives	Runway 14/32	Massport's proposal to build runway 14/32 will triple, that is, increase by three-fold overflights to over 45,000 per year...This is intolerable, unreasonable, and unfair. It must not be allowed.	The goals of the Airside Project are to reduce delay, increase the airport's efficiency, and improve airfield safety in an environmentally responsible manner. Unidirectional Runway 14/32 would also give the controllers considerably more flexibility and allow them to improve achievement of PRAS goals, and redirect many flights to overwater routes. During very high demand periods, the controllers currently have little or no flexibility for runway selection. The addition of Runway 14/32 would be the single most important mechanism to achieve equitable geographic distribution of aircraft operations. Massport and the FAA are committed to the PRAS system and have been making improvements since 1982.
T1.33.2	Alternatives	Runway 14/32	Massport has not adequately addressed ...[why] the quality of life of 35,000 residents in Roslindale, the tens of thousands of visitors to the Arnold Arboretum...or the hundreds of thousands of residents of urban Boston and surrounding communities must decline.	The Supplemental DEIS/FEIR contains additional analysis of the project relative to parklands. As depicted in Figure 6.3-4 of the Supplemental DEIS/FEIR, the Arnold Arboretum, Emerald Necklace, and Franklin Park are well outside the 65 dB DNL noise contour associated with the Preferred Alternative. Therefore, the Airside Project will have no impact on these parklands. In addition, the Boston Harbor Islands, while within the No Action Alternative 65 dB DNL noise contour, will have no noise increase under the Preferred Alternative. Refer to Section 6.3 of the Supplemental DEIS/FEIR for additional discussion of parklands.
T1.33.3	Noise	Impacts	Part of the problem is that the pilots never follow through on the runway 27 pattern. Instead of staying over Franklin Park or Forest Hills Cemetery, they get off over the Arboretum and Roslindale. Massport must fix this problem.	Since the new departure procedure was implemented in accordance with the <i>Runway 27 EIS</i> , Massport and the FAA have been monitoring and analyzing aircraft flight track data for compliance and to determine the need for changes to achieve the objectives. Pilots are responsible for knowing and complying with noise abatement procedures unless otherwise instructed. As more aircraft are equipped with GPS navigation, compliance should improve.
T1.33.4	Regional Transportation	Regional Airports	...we want Massport...to end the continued growth of this very badly-located airport, and truly shift traffic to other airports including Hanscom.	Massport has no jurisdiction over the development, operation or use of infrastructure at airports other than Logan Airport, Hanscom Field, and Worcester Regional Airport (as of January 15, 2000). Massport plays no role, however, in the decisions of private airlines regarding air service routes or service levels. As proprietor of Logan Airport, Massport's primary responsibility is to supply, operate, and maintain Logan Airport's infrastructure which includes the runways, taxiways, terminal buildings, parking facilities and access roads. As a recipient of federal airport grants, Massport must adhere to grant covenants that require it to operate Logan Airport in such a way so as to ensure access and availability for public use on fair and reasonable terms and without unjust discrimination.



# Transcript 1.34

## Private Citizen: Richard Goldhammer

Code	Topic 1	Topic 2	Comment	Response
T1.34.1	Environmental Justice	Impacts	...the rights of the minority business community appear to override the rights of the majority of the citizenry that is surrounding the airport...What is the impact from a human perspective on residents of these communities? [that surround the airport]	The environmental impacts of the Preferred Alternative on residents of surrounding communities is discussed in Chapter 6 of the Supplemental DEIS/FEIR.



## Transcript 1.35

## Private Citizen: Albert J. Engelhart

Code	Topic 1	Topic 2	Comment	Response
T1.35.1	Alternatives	Runway 14/32	In regard to runway 14/32, I am opposed to it. If it's turned on, it will produce a tremendous increase in noise pollution which will exacerbate the already 60-second interval of planes that occur overhead on certain days.	<p>Implementation of Runway 14/32 would not result in substantial noise impacts in any community. Rather, it would enable the air traffic controllers to adhere more closely to the PRAS goals and decrease the population that is most severely affected. For example, implementation of the Preferred Alternative will reduce the population affected by Day-Night Sound Level values greater than 70 dB by four percent with the 29 M Low Fleet scenario, by 67 percent with the 37.5 M High Fleet scenario, and by 39 percent with the High Regional Jet Fleet, while increasing the population exposed to Day-Night Sound Level values greater than 65 dB by two percent, zero percent, and three percent for these three fleet scenarios, respectively.</p> <p>Refer to Section 6.2.5 of the Supplemental DEIS/FEIR and population counts presented in Tables 6.2-3 through 6.2-8 of the Supplemental DEIS/FEIR.</p>



Code	Topic 1	Topic 2	Comment	Response
T1.35.2	Regional Transportation	Regional Airports	...a tri-state organization, Rhode Island, New Hampshire, and Massachusetts, initiated by Massport should consider Hanscom as a strong candidate, Worcester, Green, Manchester airports.	<p>The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the <i>Hanscom GEIR</i> (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.</p> <p>Chapter 2 of the Supplemental DEIS/FEIR provides a discussion of the specific role played by the regional transportation alternatives and steps that Massport has taken to foster use of these alternatives. Massport has long recognized and has been a proponent of options to Logan Airport. Together with the regional airports, Massport has implemented a regional strategy to enhance the use of options to Logan Airport. In the Draft EIS/EIR, Massport identified up to 7.3 million annual passengers that could be absorbed by regional alternatives that include use of T.F. Green/Providence, Manchester and Worcester Regional airports, as well as the new high-speed rail to New York. In the Supplemental DEIS/FEIR, Massport recognizes that these developments will slow Logan Airport's passenger traffic growth. Logan Airport may not achieve the 37.5 million passenger forecasts until after 2010, but rather closer to 2015, and the 45 million passenger forecasts may not be achieved until after 2020. While regional alternatives can play an important role in reducing the rate of future traffic growth at Logan Airport, they do not address Logan Airport's inability to efficiently accommodate current levels of demand during northwest wind conditions. Runway 14/32, which is designed to correct the problem with Logan Airport's layout, is necessary to correct this deficiency and provides clear benefits at current aircraft traffic levels. These benefits will only increase in the future, even as developments at the regional airports act to reduce the rate of future growth at Logan Airport.</p>

Code	Topic 1	Topic 2	Comment	Response
T1.35.3	Noise	Impacts	...[Aircraft] fuselage problems making noise could have been corrected [by the manufacturers]...it's not taking place...Massport, in cooperation with the tri-state area, could start that process [of forcing aircraft manufacturers to correct fuselage noise problems].	The FAA has preemptive rule-making authority for quieting aircraft at the source. Neither Massport nor any entity other than the FAA can force manufacturers to comply with noise limits.



# Transcript 1.36

## Beacon Hill Civic Association, Darryl Pomicter

Code	Topic 1	Topic 2	Comment	Response
T1.36.1	Alternatives	Runway 14/32	...we [the Beacon Hill Civic Association] are against the new runway. This is a short-term partial inferior solution.	Based on simulation modeling, Logan Airport experienced 120,000 hours of runway-related delays in 1998. If no actions are taken, runway-related delays are forecast to grow as high as 333,000 hours under a 37.5M High Fleet scenario. The Preferred Alternative produces immediate and long-term benefits by lowering runway delays by 38,000 hours if it had been in place in 1998, and by as much as 94,000 hours in the future 37.5M High Fleet scenario. Because of the impact of the regional alternatives, the 37.5M High Fleet scenario is not expected to be achieved until 2015. The sooner airside efficiencies are implemented; the more benefits will accrue over time. Section 4.6 of the Supplemental DEIS/FEIR shows that delay reduction benefits increase over time as traffic levels increase.
T1.36.2	Alternatives	Runway 14/32	Director Blute keeps talking about the 70,000 flights over the water and the few percentage of PRAS flights that are going to be rearranged...neighborhoods can easily get 50 to 70,000 increased flights even through, 70,000 are initially aimed over water...even if we do this [build Runway 14/32], 90 percent of the traffic will eventually be forced to use both the north-south runways because there are no limits on operation plans.	While equivalent jet operations increase by more than 50 percent from a 1993 base to the future 37.5M High Fleet scenario if the Preferred Alternative is implemented, the appropriate basis for comparison of the Preferred Alternative is the No Action Alternative. Equivalent jet operations would increase by more than 75 percent over the Preferred Alternative if no action were taken. Despite the increase in equivalent jet operations, the Airside analysis indicates that overall noise impacts decline over time with the elimination of Stage 2 aircraft and the replacement of hushkitted Stage 3 aircraft with non-hushkitted Stage 3 aircraft. By allowing aircraft operations to shift from over-land to over-water routings and by providing greater flexibility in the use of Runways 27 and 33L for takeoff, the Preferred Alternative further reduces the highest noise impacts to the close-in neighboring communities. Furthermore, the Supplemental DEIS/FEIR also demonstrates the more equitable balance of noise impacts among communities surrounding Logan Airport that can be achieved with the Preferred Alternative as opposed to the imbalance that occurs today and would occur in the future if no action is taken.
T1.36.3	Alternatives	Other Non-Construction Alternatives	[Logan's ranking of] Seventeenth [in the U.S.] in passengers means there are fewer than average passengers on an airplane, so if you can get more passengers on the plane, you need fewer planes, and you could cut the delays by working that side of the equation. You need to work both sides of the equation.	Federal constitutional provisions, federal aviation statutes and regulations, and contractual provisions related to Federal Airport Improvement Program grants prevent Massport from any control over airline rates, routes, and schedules. Congress has specifically forbidden airport operators from exercising any discriminatory action against any class of airport users. Major factors in airline competition are frequency of service and number of markets served, and Massport has no ability to force airlines to consolidate or eliminate flights to influence load factor or aircraft size.

Code	Topic 1	Topic 2	Comment	Response
T1.36.4	Purpose and Need	Delay	Massport, in their EIS, details in great detail going from sixth in 1997, to sixth in delays in 1990. They don't talk about the FAA statistics. They mention that 2½ percent, 25 per thousand, they don't mention that that's down from 40 per thousand or almost 40 per thousand in 1992.	The Supplemental DEIS/FEIR contains a discussion of the FAA and DOT delay measures and historical data, along with comparisons of Logan Airport with other United States airports. The FAA consistently rates Logan Airport as one of the most delay prone airports in the United States. Logan Airport's estimated annual delay hours are over five times the FAA's threshold of 20,000 hours for a severely delayed airport. FAA Opsnet delays at Logan Airport peaked in 1993, declined for two years and are rising again. Arrival delays which would be directly affected by Runway 14/32 have risen steadily since 1994.
T1.36.5	Purpose and Need	Delay	The 65 million dollars they say is going to be saved by building this runway, [can be calculated]...The amount of delay hours issue, the percentages have gone up, [and] down...but if you dig into that report, there is a chart where you look at all actions except 14/32 and all actions with 14/32, and the difference is 20,000 hours. It's a 15 percent reduction....	Table 4.5-3 of this Supplemental DEIS/FEIR shows the incremental benefit of Runway 14/32 ranges from 20,000 hours to 86,000 hours, which is a reduction of 19 percent to 27 percent. These are significant benefits. FAA defines 20,000 hours as a severely delayed airport.
T1.36.6	Regional Transportation	Regional Airports	...[If Massport] going to use it [Hanscom Airport]...there's still 40, 50, maybe a hundred thousand dollar operations capacity at Hanscom that they [Massport] have no plans to use.	The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the <i>Hanscom GEIR</i> (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.



# Transcript 1.37

## CAC Melrose Rep., Joseph Gulino

Code	Topic 1	Topic 2	Comment	Response
T1.37.1	Alternatives	Runway 14/32	I'm here to ask Massport tonight to withdraw their proposal until such time as they can come to my community [Melrose] and explain the impact that this new runway is going to have on my community.	<p>There was an extensive public participation and review process during the preparation of the Draft EIS/EIR. Public comments were received on the ENF after it was filed during the summer of 1995. In the fall of 1995, several public scoping sessions were held to provide community input to the subsequent state and federal scopes for the project. To assure that the Airside analysis was conducted with awareness and input from all concerned parties, the Massport Board established the Airside Review Committee (ARC), which consists of the Community Advisory Committee (with representatives from 24 communities surrounding Logan Airport), and 11 businesses and industry organizations. Massport also funded independent consultants for the CAC to provide them with the capacity to professionally assess the analysis and conclusions of the Airside Study. Between 1995 and 1999, Massport held 16 meetings with the ARC, an additional 15 meetings with just the CAC, and several meetings with the CAC consultants. In addition, Massport made 29 presentations to elected officials, most of whom represent Logan Airport's neighboring communities, and Massport held 45 meetings with community and business leaders, reaching an audience of more than 3,000 people. During the public comment period on the Draft EIS/EIR, the FAA held two public hearings.</p> <p>In January 2000, in response to the FAA's review of the Draft EIS, the FAA called for preparation of a Supplemental Draft EIS to address specific issues identified by the FAA following input from a SDEIS Panel consisting of six persons. At the FAA's direction, three SDEIS Panel members were appointed by the Governor of the Commonwealth of Massachusetts and three were appointed by the Mayor of the City of Boston. Under the direction of the New England Region FAA, the SDEIS Panel convened in March of 2000 and then met at least monthly with a final meeting in December of 2000. A total of 12 meetings were held. To provide the appropriate background, the SDEIS Panel was presented with an Interim Supplemental Draft EIS, the Draft EIS/EIR, answers to key letters written by members of the public, concerned agencies and public officials responding to the Draft EIS/EIR, and a series of 15 visual and written presentations from the Project's technical consulting team and other independent industry experts.</p>
T1.37.2	Noise	Model	Melrose is only five miles away from Logan Airport, yet it isn't considered by Massport to be noise-impacted... They're [jets flying over Melrose] not in the modeling, so I would suggest that they do modeling that doesn't quite reflect the reality of what's really going on up in the skies.	Implementation of Runway 14/32 would not result in substantial noise impacts in any community. Rather, it would enable the air traffic controllers to adhere more closely to the PRAS goals and decrease the population that is most severely affected. For example, implementation of the Preferred Alternative will reduce the population affected by Day-Night Sound Level values greater than 70 dB by four percent with the 29 M Low Fleet scenario, by 67 percent with the 37.5 M High Fleet scenario, and by 39 percent with





# Transcript 1.38

## Private Citizen: Roland Choquet

Code	Topic 1	Topic 2	Comment	Response
T1.38.1	Alternatives	Runway 14/32	I object to the expansion of the runways, unless you want to put it at Hanscom Air Force Base and build an airport there.	<p>The Airside Project Draft EIS/EIR and the Supplemental DEIS/FEIR, specifically considered the role of Hanscom Field in the analysis of regional alternatives. Hanscom Field, which serves as a general aviation reliever airport to Logan Airport, already accommodates a significant number of aircraft operations (183,000 operations in 1998). The Hanscom Field activity includes private, business, charter, and air taxi operations that might otherwise use Logan Airport. Since the Airside Project Draft EIS/EIR was filed, Shuttle America, a newly founded airline, began commercial scheduled operations at Hanscom Field, offering limited turboprop services to short-haul regional markets – Trenton, Buffalo, Hartford (discontinued), Wilmington, Delaware (discontinued), and Greensboro. Shuttle America is also conducting operations between Hanscom and New York LaGuardia Airport. While Massport supports commercial service at Hanscom Field consistent with its established limits (60 seat regulation), Massport believes that Hanscom Field will maintain its role as a major general aviation reliever, and that its geographic proximity to Logan, Worcester Regional and Manchester airports will prevent its development as a significant commercial airport. Additionally, commuter airlines serving Logan Airport are unlikely to move a significant number of flights from Logan Airport to Hanscom Field, since approximately 50 percent of passengers on Logan Airport's commuter flights connect to other Logan Airport flights and a significant number of passengers are travelling to Boston. However, any new commercial service initiatives proposed for Hanscom Field shall be reviewed for consistency with the <i>Hanscom GEIR</i> (HGEIR) and its Annual Updates, and shall be considered by the Hanscom Area Town Selectmen (HATS). Refer to Section 2.6 of the Supplemental DEIS/FEIR for a discussion of Hanscom Field.</p>
T1.38.2	Alternatives	Preferred Alternative	I think it's a sensible idea to limit any further growth at Logan. It was understood with a court injunction some 25 years ago that it was enough then, it's enough now, and more is not always better.	<p>The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.</p>

Code	Topic 1	Topic 2	Comment	Response
T1.38.3	Public Health	Effects	We have some serious health considerations to this airport proposal [from noise and air pollution].	<p>The available public health studies for communities adjacent to Logan Airport were reviewed and are presented in Section 6.8 of the Supplemental DEIS/FEIR. Public health status reports were available for the City of Boston; however, comparable public health reports were not available from the Public Health Departments of Chelsea, Revere, and Winthrop. A review of the available information did not indicate any causal relationship based on proximity to the airport, nor did it identify hearing loss as a public health concern.</p> <p>The 1999 Massachusetts budget included \$150,000 to fund an environmental assessment of the health impacts of Logan Airport on any community located within a five-mile radius of the airport. The final protocol for the study is being developed. The study is expected to be completed in summer 2002.</p>
T1.38.4	Alternatives	Preferred Alternative	Massport told us tonight it's not expansion but...If you add a runway, it is expansion. I'd like to argue against Massport's claim that it's not.	<p>The Preferred Alternative, and specifically unidirectional Runway 14/32, would not increase Logan Airport's normal airfield capacity of approximately 120 operations per hour. This capacity is available at Logan Airport approximately 80 percent of the time. Runway 14/32 would allow Logan Airport to maintain this capacity during periods of strong northwest winds that now require controllers to operate on only one or two runways, compared to the typical three-runway configurations used at Logan Airport. The runway will not increase Logan Airport's normal operating capacity, nor will it encourage or induce an increase in aircraft operations.</p>

# Transcript 1.39

## CAC Quincy Rep.,

### Bill Galvin

Code	Topic 1	Topic 2	Comment	Response
T1.39.1	Regional Transportation	Regional Airports	Now, over in East Boston, in Revere, in Winthrop, 4400 houses are sound-insulated. This new proposal suggests that Chelsea, the poorest city in the state, get 1100 homes sound-insulated. Massport has a choice. They own two airports, Logan and Hanscom. There's a perception that the folks in Lincoln and Lexington and Concord, the affluent and powerful communities, are being spared. There are no houses, no households, in Lincoln or Lexington or Concord or Bedford that we know that are sound-insulated., So where is the fairness and where is the justice?	<p>The Environmental Justice analysis was expanded for the Supplemental DEIS/FEIR. Low-income and minority populations were defined in accordance with Federal Executive Order 12898, the U.S. DOT Final Order, and the Council on Environmental Quality's guidance on environmental justice. In addition, the analysis of low-income populations was expanded to include households at 150 percent of poverty level. This analysis found that there is no high and adverse disproportionate impact to low-income and minority populations caused by the Preferred Alternative.</p> <p>Adverse impacts are not predominately borne by low-income or minority populations. Only 21 percent of the population within the 65 dB DNL contour for the Preferred Alternative is minority, compared to the Suffolk County minority population of 38 percent. Less than two percent of the population within the 65 dB DNL contour for the Preferred Alternative has a household income less than 150 percent of poverty level. The additional area within the 65 dB DNL noise contour associated with the Preferred Alternative includes a predominately Hispanic neighborhood in Chelsea which is predicted under worst case assumptions to experience an increase of 0.6 dB or less. Under FAA standards, this change is not a significant adverse impact. The minority and low-income populations in South Boston and East Boston affected by the Preferred Alternative 65 dB DNL contour are almost identical to the No Action Alternative. The 65 dB DNL contour for the Preferred Alternative does not extend into Jamaica Plain, Roxbury and the South End. Mitigation of the increased noise within the 65 dB DNL contour will be provided to affected communities in the form of residential sound insulation.</p> <p>A discussion of the Environmental Justice analysis is presented in Section 6.8 of Supplemental DEIS/FEIR.</p>



Transcript 1.40

CAC Roxbury Rep.,

Dovi Abbey

Code	Topic 1	Topic 2	Comment	Response
T1.40.1	Noise	Impacts	...clearly, all of us in the community [Roxbury] minus one or two, we all are unequivocally opposed to runway 14/32...Economic activity is not justification for ...severe disruption of the city, of its inhabitants.	Comment noted.



# Transcript 1.41

## Private Citizen: Todd L. Payton

Code	Topic 1	Topic 2	Comment	Response
T1.41.1	Environmental Justice	Impacts	...runway 14/32 cannot go through...Under no uncertain circumstances can the communities of color, of Roxbury, which already has 50 to 300 times the disease and death rates, can take another added stressor of noise and air pollution.	Refer to Section 6.8 of the Supplemental DEIS/FEIR for a discussion of the Environmental Justice analysis. Noise was found to be the only adverse impact from the Preferred Alternative with the potential for Environmental Justice impacts. Additional demographic analysis of the noise-affected areas was conducted to determine if minority and/or low-income populations would be disproportionately affected by the Preferred Alternative. This analysis found that there is no high and adverse disproportionate impact caused by the Preferred Alternative.







